Kentucky's Flying Soldiers

A History of the Kentucky Army National Guard's Fixed Wing Aviation

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Commemorative Art Work by LTC (R) John T. Hoza

About the Artist

LTC (R) John T. Hoza, United States Army Retired, is a native of Ohio and began his military career with the Ohio Army National Guard. He went on active duty, attended rotary wing flight school at Fort Rucker, and served two tours in Vietnam with the 173 Airborne Brigade and the 1st Aviation Brigade. While in Vietnam he met and flew with Kentucky Army National Guard member Willoughby S. "Sandy" Goin and they became life long friends. LTC (R) Hoza and his wife Sandy now reside in Earlysville, Virginia. LTC (R) Goin was familiar with LTC Hoza's artistic ability and asked him to produce the artwork commemorating the 50th Anniversary of Rotary Wing Aviation in the Kentucky Army National Guard to great acclaim and won an award from the Historic Confederation of Kentucky. LTC Goin called on him again to assist in commemorating the 60th Anniversary of Fixed Wing Aviation in the Kentucky Army National Guard.

Introduction

Unfortunately, the exact time and place when the Kentucky Army National Guard received its first aircraft has been lost to history. We believe that the Kentucky Army National Guard received authorization for its first aircraft when the first artillery unit of the Kentucky National Guard received federal recognition after World War II. Since aircraft were primarily assigned to artillery units we can say with some certainty that aircraft must have been on the Table of Organization and Equipment (TO&E) when the 138th Field Artillery Group Headquarters & Headquarters Battery in Louisville received Federal recognition on 24-Sep-46 along with: Service Battery; Battery A, Battery B; and Battery C all formed in Louisville on the same date.

Then we can say with some confidence that 24 September 2006 will be the sixtieth anniversary of Army Fixed Wing Aviation in the Kentucky National Guard. Whether the first aircraft, undoubtedly from World War II surplus and perhaps an L-5, was uncrated or flow in from Fort Knox, as the first helicopter would later be, it continued a long love affair Kentuckians have with aviation and forever married service in the Kentucky Guard with flying.

Special Event Postal Cancellation

The Dawning of a New Century

As the century turned from the 1800s to the 1900s, the world was about to embark on an amazing period of scientific discovery and more importantly the practical application of those discoveries. As is often the case, the military led the way in experimenting with new technologies. When man realized one of his most ancient dreams to fly with wings, the Signal Corps saw it as an opportunity to improve communication.[1] The Signal Corps, in its search for new and improved forms of communication, introduced the automobile, airplane and the radio into the Army.[2]

Powered Flight Begins

Photo of Wright Brothers first flight of 120 feet at Kitty Hawk, North Carolina, on December 17, 1903. Courtesy of Library of Congress.

Wilbur Wright (1867-1912) and Orville Wright (1871-1948), printers and bicycle builders from Dayton, Ohio, took their first serious step toward the invention of the airplane in 1899. The Wright brothers moved toward the development of a practical flying machine through an evolutionary chain of seven experimental aircraft: one kite (1899), three gliders (1900, 1901, and 1902) and three powered airplanes (1903, 1904, and 1905). Each one improved over previous versions. In the fall of 1901, puzzled by the failure of their earliest gliders to match calculated performance, the brothers built their own wind tunnel and designed a pair of brilliantly conceived balances that produced the precise bits of data required to achieve the final success.

The brothers made the first four sustained, powered flights under the control of the pilot near Kitty Hawk, N.C., on the morning of December 17, 1903. Over the next two years they continued their work in a pasture near Dayton, Ohio. By the fall of 1905, they had achieved their goal of constructing a practical flying machine capable of remaining in the air for extended periods of time and operating under the full control of the pilot. The air age had begun.

This photo's handwritten caption reads "Gammeter Biplane at Cliffside Park May 30, 1912 at Ashland, KY. First aeroplane exhibited in tri-state area." Thought to refer to aviation enthusiast John Gammeter of Akron OH. Courtesy Harold Canon.

Unwilling to unveil their technology without the protection of a patent and a contract for the sale of airplanes, the Wright brothers did not make public flights until 1908, at which point they emerged as the first great international heroes of the century.

The invention of the airplane was a fundamental turning point in history. It redefined the way in which the U.S. fought its wars, revolutionized travel and commerce, fueled the process of technological change, and helped to shape a world in which the very survival of a nation would depend on its scientific and technical prowess.[3]

The Aero Club of America was one of eight organizations from around the world that met in France in October 1905 to put together the Fédération Aéronautique Internationale (FAI). It issued pilots licenses under that authority prior to the U. S. Government and many early aviators received their certifications for balloons, dirigibles and airplanes through the FAI. The Aero Club of America eventually evolved into the National Aeronautic Association. [4]


Signal Corps Balloon No 10 near Washington, DC on 4 June 1904

Military Aviation Begins

Army Aviation traces its origins back to the American Civil War. Both Union and Confederate forces used hydrogen-filled balloons to direct artillery fire, marking the beginning of U.S. military aeronautics and of aerial support of Army ground forces.

Abraham Lincoln himself gave military flight to the Signal Corps during the Civil War when only fledgling use was made of hot air balloons for observation and aerial photography. The Army also used balloons for a short time during the Spanish American War and World War I, but airplanes replaced balloons for most military purposes during World War I.[5]

The Wright brothers offered to sell their airplane to the U.S. government through the Board of Ordnance and Fortifications twice in 1905. The board was not eager to back another failure in flight as it had two years earlier with Samuel P. Langley's efforts. The Wrights pursued markets in Europe.

Kentuckian In At the Beginning of Aeronautical Division

On August 1, 1907 the Aeronautical Division of the U. S. Army Signal Corps was established. Three men were assigned: Captain Charles Deforest Chandler, Corporal Edward Ward and Private First Class Joseph E. Barrett.

Corporal Edward Ward was born in Pine Knott, Kentucky. Ward had enlisted in the Army in 1901[6]. He became involved in military aviation in July of 1907 when he and Private First Class Joseph E. Barrett were detailed from Fort Wood on Bedloe Island, New York for instruction in balloon manufacturing in New York City. Barrett deserted the Army and rejoined the Navy in September of 1907 leaving Ward as the sole enlisted soldier formally assigned to the Aeronautical Division.

Eight others were added during a detail in Norfolk for the Jamestown Exposition. The detail was then sent to Fort Myer, Virginia. The Board of Ordnance and Fortifications sought out the Wrights in 1907 after they had successful sales in Europe and in December the Signal Corps issued an advertisement and specifications to solicit bids for a heavier than air machine. The requirements included that the machine carry two persons, travel at least forty miles per hour and be capable of sustained flight for at least one hour and that it had to be able to be dismantled so that it could be transported in Army wagons.[7]


Corporal Edward Ward of Pine Knott, Kentucky was the first enlisted man assigned to the Signal Corps Aeronautical Division on August 1, 1907 and helped uncrate the Wright Flyer for its Army trials. (U.S. Air Force Museum)

Ward and the team were there to uncrate the Wright aircraft when it arrived for trials.[8] The trials for the aircraft began on 3 September 1908 at Fort Myer. Ward was detailed to Fort Omaha, Nebraska and the new balloon air station for the training of pilots and ground crews. Ward went on to serve with the Signal Corps in Alaska and then the Philippines running the machine shop in Manila that supported the Philippines Air School. He returned to the states in 1914 where he was assigned to the Signal Corps First Balloon Squadron and was commissioned a first lieutenant at the start of World War I.[9] As the first enlisted airman, he pioneered as an airframe mechanic and as a "mechanician" for the first aircraft.[10]

Signal Corps Aircraft No. 1 - the 1909 Wright Flyer

Military Trials and Tribulations of the Wright Flier

Orville Wright piloted the aircraft during its trials. The first flight lasted one minute and eleven seconds. On 9 September he managed to stay aloft for one hour and two minutes.[11]

On 17 September Orville's passenger was 1st Lt. Thomas E. Selfridge, a member of the Aeronautical Board. A propeller blade cracked and the plane crashed. Selfridge died of his injuries and Orville spent six weeks in the hospital recuperating from his injuries. Thomas Selfridge has the distinction of being the first American soldier killed in an airplane. The U.S. Army opened Selfridge Field on July 1, 1917 named in his honor. Today the Michigan Air National Guard operates the facility.[12]

Lieutenant Selfridge just before takeoff. Courtesy Arlington National Cemetery.

The Signal Corps was undeterred by the mishap and postponed the airplane trials for nine months to allow the Wrights to try again. They rebuilt the plane and made modest improvements and both Wright brothers returned to Fort Myer in June 1909 to resume the trials.

Following a month of practice flights, Orville flew with Lt. Lahm and exceeded the one-hour flight requirement on 27 July. On 30 July, Orville flew with Lt. Benjamin D. Foulois on a 10 mile cross-country course with a crowd of some 7,000 including President Taft watching as he successfully completed the course and with an average speed of 42.5 miles per hour again exceeding the Army specifications. Having successfully completed the tests, the Army formally accepted "Airplane No. 1," on Aug. 2, 1909.[13] The Army bought the aircraft for $30,000.

U.S. Army Aviation School at College Park. Courtesy College Park Aviation Museum website.

The Army contract required the Wrights to teach two soldiers to fly. The training was moved to College Park, Maryland to have more space and Lt. Lahm and Lt. Frederic E. Humphreys became the Army's first pilots with Wilbur giving the instruction. Lt. Foulois returned from assignment in

Europe in time to receive just three hours of instruction before winter forced the end of training. Wilbur returned to Dayton having satisfied the contract and Lahm and Humphreys, on temporary detail to the Signal Corps, went back to their regular units. That left Foulois alone with the plane and no one to teach him how to fly it.

Wright airplane in flight during speed trial, Fort Meyer, Virginia, 30 July 1909.

Here's An Airplane – Teach Yourself to Fly

The Chief Signal Officer called Foulois into his office and ordered him to take plenty of spare parts and teach himself how to fly at Fort Sam Houston and suggested he write the Wright brothers if he had any questions. For the next two years Foulois a team of enlisted men known as his "flying soldiers" and the Army's only airplane, Army Airplane No. 1 represented the entire Army Air Force. Foulois had only flown as a passenger in the Wright Flyer for 54 minutes with Orville Wright prior to piloting the plane himself a year later. He also perhaps became the only pilot in history to learn to fly by correspondence course. Perhaps his greatest achievement was learning to fly and living to tell about it. He did have a number of crash landings and after nearly being thrown from the plane on one crash installed the first aircraft seat belt.[14]

Lt. Benjamin Delahauf Foulois graduated from the Army Signal School in 1908 and was one of the first three men certified to fly Army Dirigible No. 1, a lighter-than-air engine-propelled airship. From the close of the Civil War until 1907, the Signal Corps had acquired eight balloons and then two more in 1907. A year later the Signal Corps purchased a small dirigible, used at Fort Omaha, Neb., for the instruction of servicemen. But not until May 26, 1909, did Lt.s Frank P. Lahm and Benjamin D. Foulois make their first ascent and qualify as the airship's first Army pilots. Kentuckian Edward Ward would likely have been part of the ground crew for these flights. In October 1913 the Signal Corps gave all its balloon related assets to the Agriculture Department for the Weather Bureau.

Father of Military Aviation

On March 2, 1910, Foulois climbed aboard the Army Airplane No. 1 at Fort Sam Houston and at 9:30 a. m. circled the field, attaining the height of 200 feet and circling the field at the speed of 30 mph. The flight only lasted for seven and a half minutes. Foulois made four flights that day, crashing on the last flight due to a broken fuel pipe. The premier flight became known as the "birth of military flight," and Foulois became known as the "father of U. S. military aviation." [15]

Lt. Benjamin D. Foulois

First Solo…First Landing…First Crackup…All in One Day

"I made my first solo, my first landing and my first crackup -- all the same day," Foulois said. Foulois was relieved from flying duties in July 1911 and returned to aviation duty with the Signal Corps Aviation School at North Island, San Diego, in December 1913. He later commanded the lst Aero Squadron in Mexico during the campaign to arrest Pancho Villa in 1916 flying an open-cockpit Curtis JN3. During the operations of the 1st Aero Squadron

with the Punitive Expedition, from March 15 to August 15, 1916, 540 flights were made for a total flying time of 345 hours and 43 minutes. The distance flown was 19,553 miles.

On 9 March 1916 Pancho Villa led a raid against Columbus, New Mexico, killing several Americans, both civilians and members of the 13th Cavalry who were on duty there. In retaliation, President Wilson ordered Brig. Gen. John J. "Black Jack" Pershing to lead an expedition into Mexico in pursuit of Villa. The 1st Aero Squadron, stationed at Fort Sam Houston, received its orders on 12 March.[16]

Lt. Carlton G. Chapman, JN-3 No. 53, Mexico, 1916

Foulois wrote in his after action report that during the first month's operations of the squadron, five of the eight airplanes taken into Mexico were wrecked and one, which was damaged in a forced landing had to be abandoned because of the distance from repair facilities. By April 20th, only two airplanes remained and were in unsafe condition. They were flown back to Columbus NM and condemned. The aircraft were not suited to the altitude and weather challenges that faced the squadron on the expedition. Equipment and logistical support were inadequate for the expectations for the air operations. However it was an excellent learning opportunity and Foulois made many recommendations for improvements in the organization.[17]


Seated on the running board is Capt. Benjamin D. Foulois, commanding officer; others are (l-r) Lts. Thomas D. Milling, Byron Q. Jones, Ira C. Eaker, Carlton G. Chapman (at wheel), unknown, and Thomas S, Bowen. JN-2 No. 43, right rear. Courtesy John Trowbridge.

Pershing had pinned great hopes on the airplanes' performance, expecting them to be able to find Villa and direct troops to his capture. Expressing his disappointment Pershing remarked: "The Aeroplanes have been of no material benefit…either in scouting or as a means of communication. They have not at all met my expectations." Not everything was a failure despite Pershing's high hopes. The pilots flew some 540 missions and covered a total distance of 19,553 miles.[18]

Foulois went on to serve as chief of air service, Air Expeditionary Force, in France from 1917 to 1918. [19]

Kentuckian Flies with the First Aero Squadron South of the Border

Thomas South Bowen, West Point Class of 1909, served with Foulois during the Punitive Expedition. Captain Thomas Bowen was born in Frankfort, Kentucky in September 1884. He entered the Military Academy at West Point and graduated in 1909. His initial choice of service was with the Infantry and he served in the Mindanao Campaign in 1910-11. In 1914 he was detailed to the Signal Corps and qualified as a Junior Military Aviator in August 1914. He served in the Punitive Expedition and was credited with 379 flights with a total of 156 flying hours. On the evening of Sunday, March 19th he took part in the flight of the Squadron from Columbus, Texas to Pershing's Headquarters. Darkness forced them to land at La Ascencion, Mexico and continue the journey the next morning to Colonia Dublian, Mexico. As Bowen approached the landing area a small whirlwind or dust devil caught his aircraft, Signal Corps No. 48, causing it to stall and crash from a height of some fifty feet. He managed to walk away from the landing with


Thomas South Bowen

only bruises and a broken nose. Bowen went on to command squadrons at what would become Kelly Field. Bowen was sent to France shortly after the United States entered the First World War where he qualified as a Military Aviator in August of 1917. Bowen was promoted to the temporary rank of Lieutenant Colonel during the war. He developed the Second Corps Aeronautical School at Catillion-Sur-Seine. He later became Operations Officer for the Chief of Air Service, First Army serving during the St. Mihiel Offensive. He later commanded the 1st Day Bombardment Group where he participated in raids. He was recommended in November 1918 for the Distinguished Service Medal. He retired as a Captain on June 29, 1920. He died at Walter Reed General Hospital on July 17, 1927. He is buried in Arlington National Cemetery.

Inscription on the reverse of the medal read: "Presented by the Board of Trade and Citizens of Louisville, KY. To the members of the 1st Regiment Infantry Kentucky National Guard for Mexican Border Service 1916-1917. C & M Co. Newark, NJ." Courtesy LTC Goin.

Kentuckians Patrol the Border & See First Military Aircraft

The Kentucky National Guard Brigade was mobilized for the same punitive expedition in June 1916 and trained at Fort Thomas. In August 1916 they moved to Fort Bliss, near El Paso, Texas. They were stationed at Camp Owen Bierne some two miles from Fort Bliss. They were attached to the 10th US Provisional Division under command of BG Charles G. Morton. Their mission was to conduct patrols along a sixty-mile-stretch of the Rio Grande River to Fort Hancock. In February 1917 they were ordered back to Fort Thomas and mustered out. The Kentuckians probably got their first opportunity to see military aircraft in action as the 1st Aero Squadron conducted operations and messenger services in the area. It may have even been the first airplane many of them had ever seen.

Machine Gun Company of the 1st Kentucky Infantry Regiment in Texas along the Mexican border in 1917. They were outfitted with the Lewis Light Machine Gun that they mounted to the hood of their Model T Trucks.

Kentucky furnished 2,394 troops for the Mexican Border campaign, suffering an unknown number of casualties.

1LT Nathaniel G. Hale, Co. L., 3rd Kentucky Infantry died of an accidental gunshot wound at Ft. Bliss Texas on 13 January 1917. Hale belonged to the Murray unit, joining as a private on June 22, 1912. He was promoted to Sergeant and First Sergeant and elected 1LT on July 10, 1914.[20] Several members of the Kentucky Guard perished on the border or after returning home from Pneumonia and other communicable diseases. As was often the case, camp life held as many dangers from disease as duty

Members of the Kentucky National Guard gather around a Signal Corps plane taken sometime between August 1916 and February 1917. This is believed to be Signal Corps plane No. 75, A Curtis R2, which was delivered to Columbus in May 1916. Courtesy KHS Cheshire Collection.

on the front lines from bullets. Harold Hite of Company A, Third Regiment died on 4 February 1917 of Pneumonia.[21] Capt. A. W. Owsley, Company M. Second Kentucky Regiment of Middlesboro died February 11, 1917 at Fort Thomas, Kentucky. He took ill on the trip from El Paso to Kentucky.[22] Claude Somerville of Portland Tenn. died at the city hospital on 25 March 1917 following surgery. He had been ill with measles and later developed pneumonia and after recovering from that became ill from emphysema. He enlisted in the Third Regiment of the Kentucky National Guard in Franklin, Kentucky.[23] There were undoubtedly many others whom research has not yet revealed and newspaper accounts make references to widespread illness from pneumonia.[24]

Richard Caswell Saufley (1885 - 1916)

Richard Caswell Saufley

Another Kentucky native who achieved distinction in early aviation was Richard C. Saufley. Saufley was born in Stanford in Lincoln County and while attending Centre College received an appointment to the U.S. Naval Academy and graduated second in the Class of 1908. He was only the 14th person to be designated a United States Naval Aviator. A pioneer of Naval Aviation, he established altitude and endurance records (8 hrs 42 min) in 1915 and 1916. Saufley died in a plane crash on June 19, 1916 while attempting to break his own endurance record he had set five days earlier. During his brief career, he accomplished more than 500 actual flight hours and was responsible for many of the Navy's Aviation doctrines. Saufley was one of two pilots to fly observation flights at Vera Cruz in April 1914 in hydroplanes and were celebrated as the first American aviators piloting planes struck by enemy fire while in the air. In 1933, the Navy leased land 12 miles northwest of Naval Air Station Pensacola for an outlying field. In 1940 it acquired 867 acres there and the Navy named the site in his honor.[25]

Richard Saufley taken on the morning of his last flight. Courtesy Kentucky Historical Society

Roots of National Guard Aviation

The Dick Act of 1903 mandated the transition of state Guard to conform in organization, equipment and training with the Regular Army. The Chief Signal Officer used the legislation to encourage the formation of signal units within the National Guard.

In April 1908 a group of flying enthusiasts had organized an "aeronautical corps" at the Park Avenue Armory in New York City to learn ballooning. They were members of the 1st Company, Signal Corps, New York National Guard. In 1910, the unit raised five hundred dollars to finance its first aircraft.[26] In 1911, the Curtiss Aeroplane Company loaned the New York National Guard's 1st Company, Signal Corps Aeronautic Corps an aircraft and a pilot named

Havens preparing for aerial photo mission in Texas

Beckwith Havens. Havens joined the unit as a private and is today recognized as the National Guard's first aviator.[27]

Then Private First Class Havens flew a Curtiss plane in joint National Guard/Army maneuvers in Connecticut in 1912 becoming the first Guardsman to fly on federal status.[28]

The U.S. Army's organization adapted quickly to take advantage of the fixed wing aviation technology as it evolved creating the Aeronautical Division of the US Signal Corps on 1 August 1907. It changed to the Aviation Section, US Signal Corps on 18 July 1914. It evolved to the Division of Military Aeronautics on 20 May 1918 and changed its name yet again to the Air Service on 24 May 1918. It became the Air Corps on 2 July 1926. The Air Corps became a subordinate element of the Army Air Forces on 20 June 1941, and it continued to exist as a combat arm of the Army until 1947.

The first National Guard flying unit to receive federal recognition was New York's 1st Aero Squadron organized on November 1, 1915. The unit was first called to federal active duty on July 13, 1916 during the crisis with Pancho Villa's raid on Columbus New Mexico but the unit did not deploy to the border but trained at Mineola New York. The unit disbanded in May 1917.

On January 17, 1921, the 109th Observation Squadron of the Minnesota National Guard became the first post World War I air unit to receive federal recognition. Only 28 more were formed before World War II and the last ten were formed from 1939 to 1941. The unit continues today in the form of the 109th Airlift Squadron and is the oldest continuously serving Air Guard unit in the force today.[29]

Lucky Lindy Lauded in Louisville

Charles A. Lindbergh was the most famous Guard pilot of the period between the world wars. He had joined the 110th Observation Squadron of the Missouri National Guard in November 1924 after receiving Army flight training. Two pilots in Lindbergh's squadron were awarded a government contract to carry mail and Lindbergh became their chief pilot. Lindbergh was a Captain when he made his historic trans-Atlantic solo flight in 1927.[30]

Charles Lindbergh's ID issued during training at Brooks Field. Photo courtesy brooks.af.mil.

Lindbergh attended the Field Artillery Summer Camp of the Reserve Officer Training Corps at Camp Knox from June 16-July 20, 1921 before he began his training as a pilot at Kelly Field, Texas.

Lindbergh returned briefly to Fort Knox on August 9, 1927 but at the altitude of a few hundred feet on his way to his next tour stop, Indianapolis, Indiana, as he "got low enough for persons on the ground to get a clear view of his features, and he answered their cheers" during his nationwide tour following his trip across the Atlantic.[31] He had stopped the previous day at Louisville's Bowman Field, arriving from Cincinnati, and some 10,000 spectators flocked to see the aviator


Spirit of St Louis at Bowman Field Courtesy KY Historical Society.

and his Spirit of St. Louis.[32] A friend along on the tour, Lieutenant Philip R. Love, piloted the Spirit of St. Louis on one flight in the vicinity of Bowman Field.[33] The Louisville Board of Trade, forerunner of today's Chamber of Commerce, held a banquet in his honor at the Brown Hotel on August 8th.

Early Aviation Pioneers in Kentucky

Matthew B. Sellers II (1869-1932)


Matthew B. Sellers II

Sellers was born in Baltimore in 1869, the first son of two native Kentuckians. Beginning in about 1889 and continuing until about the time of the First World War, he conducted basic aeronautical research, progressing from balloons and small flying models and kites to wind tunnel testing of airfoils, then on to designing, building, and flying a variety of weight-shift-controlled hang gliders. Although he corresponded with other notable aviation pioneers of the time, such as Samuel Langley and Octave Chanute, Sellers worked independently, contributing a number of papers that were published in Scientific American and other technical journals of the period. He received several patents for his kite and aircraft designs.

In the 1880s, Sellers' mother repurchased about 200 acres of land that had previously been owned by her family near Grahn, KY. Sellers built a second home there in 1889, naming it Blakemore. He spent a portion of each year there until 1911, dividing his aeronautical research efforts between Blakemore and a third home he had built in Warren County, GA.


Sellers "Quadruplane" in Flight

In late 1908, Sellers added a 7 hp. engine, landing gear, and flight controls to his quadruplane No. 6 glider, producing a powered aircraft capable of making 180-degree turns that would eventually make a number of flights in excess of a quarter of a mile. It was the world's first functioning aircraft to feature retractable landing gear. His initial short hops in this aircraft, at Blakemore on December 28, 1908, were the first powered airplane flights to be made in Kentucky.[34]

Solomon Lee Van Meter Jr. (1888-1937)


Solomon Lee Van Meter Jr.

In 1483, in Milan, Italy, Leonardo da Vinci sketched a device that would enable a man "to throw himself down from any great height without sustaining any injury." In the centuries that followed, many people offered designs for making this imagined device a reality, with varying degrees of success. But in 1910, in Lexington, KY, Solomon Van Meter had an insight while dreaming in front of the fire that would finally bring da Vinci's idea to life: the first practical backpack parachute.

Solomon Lee Van Meter Jr. was born on April 8, 1888 on a farm near Lexington. He was educated at Miss Collier's Private School, at Transylvania University, at the University of Iowa, and in England at

Oxford University's Exeter College.

In 1910, a fatal airplane crash caught the young man's attention. The pilot of the slowly descending disabled craft apparently had climbed onto the wing to attempt repairs. Parachutes, rare in those days, were attached to the plane itself and probably wouldn't have helped. Many pilots had died when their chutes became entangled with the very machines they were trying to escape. But as he pondered the death of this particular pilot, Van Meter wondered whether a parachute could be folded and packed for the pilot to wear. He began working on the question, and by the following year had completed his invention.

His self-contained device featured a revolutionary quick-release mechanism—the ripcord—that allowed a falling aviator to expand the canopy only when safely away from the disabled aircraft. In 1916, based on drawings and models, Van Meter was granted two patents on "inventions for saving the lives of aviators by the use of parachutes."

Van Meter joined the Army in 1917 and became one of only three members of his class to be commissioned a first lieutenant in the Corps of Aviation. At Kelly Field in Texas, his instructor wrote four words any pilot would want in his Air Corps logbook: "Cool, consistent, good judgment."

Classified a pursuit pilot, Van Meter was assigned to the experimental section of the engineering department. At Wright Field in 1918, a model of his invention was built and successfully tested. The Army expropriated his patents, and the Irving Air Chute Company began building parachutes for the government. Lt. Van Meter was assigned to McCook Field in Dayton, OH to continue work on his invention.

At West Point on June 14, 1926, Lt. Van Meter made a demonstration jump to prove the workability of his original parachute, in part to validate his original patent claim. When Lois, his wife of two years, returned home that day, she found her husband in the bath, soaking a sprained ankle while the phone rang off the hook with congratulations from his fellow officers. Only then did Van Meter realize that he had proven his invention. The self-contained, manually opened device truly was "the Van Meter parachute."

An outstanding aviator as well as an accomplished inventor, Van Meter was a bomber pilot before bombers even existed. When General Billy Mitchell wanted to prove that bombs dropped from an airplane could sink a warship, Van Meter piloted one of the planes. He scored a direct hit, sinking a captured German destroyer by dropping a bomb right down the stack.

In addition to the self-contained parachute, Van Meter invented what later became the ejection seat. Another invention was a device to separate the crew cabin from an endangered plane and safely parachute it down. The F-111 and other aircraft have used a similar method of crew rescue.

Van Meter eventually retired from the military with the rank of captain, returning with his family to Lexington. He died there at the age of 49.[35]

Early Military Aviation in Kentucky

Godman Army Airfield, Fort Knox

Godman Army Airfield at Fort Knox was named for Lt. Louis K. Godman, a pilot in the aviation section of the U.S. Army Signal Corps, who was killed in an airplane crash in Columbia, SC, on September 28, 1918. It was originally built for the U.S. Army's 29th Aero Squadron; the field opened on

29th Aero Squadron Godman Field Fort Knox circa 1920
Courtesy Fort Knox.

October 26, 1918, and was used by the 31st Balloon Company in 1920-21.

The first record of a flight from Godman to another destination was on 4 December 1918 when Lieutenants Carlyle and Hankinson landed near LaGrange and dined at the home of Mrs. Parker D. Taylor on a "pleasure flight" to Frankfort Kentucky. Later the same day, after over flying Frankfort, the airplane was forced down by mechanical failure and landing on a farm near Georgetown Pike seriously damaging the plane. The Lieutenants completed their sightseeing trip by bus to Lexington, Kentucky.[36]

The first known military aviation fatality in Kentucky occurred on January 30, 1919 when a plane piloted by Lieutenant William T. Morgan of the 29th Aero Squadron crashed into a stable when the Curtiss plane failed to pull up after a dive. One artillery horse was killed by the Wreckage. Lieutenant Harold E. Rice, observer for the 72nd Field Artillery Regiment was seriously injured in the same crash. It is also believed that one of the first if not the first aerial medical evacuation in the U.S. Army was accomplished at Godman Field on July 12, 1919 when Private First Class Rees, a ground crewman at the filed, was flown to Camp Knox Hospital after being injured by a propeller at the Paducah, Kentucky airfield.

The 29th Aero Squadron disbanded in September 1919 and Godman Field was used by the 31st Observation Balloon Company, which had moved to Camp Knox in January of 1919 from West Point, Kentucky where it was organized in July 1918. The 31st was disbanded in 1920. The 88th Squadron (Observation) was stationed at the field from 1921 till the end of 1922. Godman would not have aircraft permanently stationed there again until 1937.


Bowman Field, Louisville Courtesy KY Historical Society.

The airfield was used from time to time by the Observation Squadron of the 38th Division of the National Guard. The Squadron was based in Indiana. [37] The airfield retained its original 1918 vintage unpaved packed earth runway until 1937 when it was upgraded to light duty gravel. In 1938 the 12th Observation Squadron of the U.S. Army Air Corps was stationed at Godman Field.[38] The Army Quartermaster Corps began construction of a modern airfield on the site in January 1940.[39] The Kentucky Air National Guard used the field for a time while on federal duty during the Korean War and it was under the Command of Col. Philip P. Ardery from 26 October 1950 until November 1951.[40]

Bowman Field, Louisville

Local tradition has established 1919 as the year the first airplane landed at what would eventually become Bowman Field.[41] Bowman Field is touted as the longest continuously operating, general aviation airport in the United States.[42] It officially began on May 12, 1920, when A.H. Bowman formed a partnership with flier Robert H. Gast and set up operations at the site on Taylorsville Road. Shortly thereafter, Gast left Louisville to pursue a more adventurous aviation career. Gast served in the Royal Canadian Flying Corps and barnstormed after World War I. W.

Sidney Park became Bowman's partner in the Bowman-Park Aero Company in May 1921-one of the first firms to specialize in aerial photography.

During the early 1920s, the Army was attempting to stimulate national interest in aviation by establishing "Army Airways." In 1922 a Louisville delegation including Mayor Huston Quinn, Abram Bowman and others approached the Army about establishing a base at Bowman Field. Their efforts were successful. Two hangars were moved from Godman in 1922 to Bowman Field.[43]

Later in the year Bowman's lease on the property was taken over by the Army. The airfield then became the home of the 465th Army Pursuit Squadron, Army Air Service Reserve, and its new identity as a combination military/civilian facility was established. Bowman Field was officially dedicated on August 25, 1923, and the Squadron remained the airfield's principal tenant for the next five years.[44] The primary aircraft flown by the 465th until at least 1927 was the Curtiss JN Jenny.[45] The commander of the 465th was Louisville native Captain Ledcreich Stuart Vance, Air Corps Reserve.

Sometime in 1930 the 465th Pursuit Squadron was re-designated the 325th Observation Squadron, Army Air Corps Reserve.[46] One source cited the establishment of the 325th as early as 1922 but this may be an error.[47]

According to information provided by the Air Force Reserve Historian's Office, the 325th Observation Squadron, Organized Reserves was constituted and assigned to 100th Division, Fifth Corps Area on 24 Jun 1921. It was organized at Cincinnati, OH in Feb 1923. Relieved from assignment to 100th Division on 21 Feb 1929 but remained assigned to Fifth Corps Area. It was relocated to Louisville, KY in July 1931; and to Bowman Field, KY on 21 Dec 1933. The 325th was consolidated on 19 Nov 1931 with the 325th Aero Squadron (Service), which was organized at Kelly Field, TX on 10 Dec 1917, served in England from 20 Aug-27 Nov 1918, and was demobilized at Garden City, NY on 19 Dec 1918. The 325th Observation Squadron was disbanded on 31 May 1942.[48]

The 465th Pursuit Squadron, Organized Reserves, was organized at Louisville, KY, and assigned to Fifth Corps Area on 15 Oct 1921. It was demobilized on 1 Oct 1933.[49]

The 100th Division was originated and activated at Camp Bowie, Texas in July 1918. It was inactivated on Armistice Day, November 11, 1918. The Division was demobilized a year later. In June 1921 the Headquarters of the 100th Division was reconstituted, with the headquarters at Wheeling, West Virginia, and the 400th Infantry Regiment in Louisville.[50]

Dedication of the Army Air Corps Hangar at Bowman Field in 1932. Courtesy Kentucky Heritage Council.

In 1923, the Aero Club of Kentucky formed to provide services for nonmilitary aviation in Louisville.[51]

The U. S. Army Air Corps held a major Anti-Aircraft Exercises in 1933 in the Fort Knox Area. On 20 Apr 1933 twelve P-16 airplanes of the 94th Pursuit Squadron based at Selfridge Field,

Michigan were flown to Patterson Field, Ohio, for use of the 3rd Attack Group as attack aircraft during Air Corps – Anti-Aircraft exercises.

The aircraft took part in mock raids on Fort Knox from 15 to 27 May 1933. Fort Knox retaliated by sending up pursuit ships from Bowman Field in Louisville due to the poor condition of Godman Field. Brigadier General Julian R. Lindsey, Fort Knox Commanding General and Colonel Daniel Van Voorhis Commanding Officer of Fort Knox's 1st Cavalry Regiment were in charge of the defense of Fort Knox.[52]

The exercise also incorporated the 325th Observation Squadron, Organized Reserve, from Selfridge Field consisting of 26 Reserve Officer Pilots and Observers, under command of Captain Locke, Air-Reserve, and accompanied by Captain Bushrod Hoppin and First Lieutenant Stanton T. Smith, active duty unit instructors, and four enlisted instructors, 13 O-1 F "Falcon" airplanes, were attached to the Group for duration of exercise as Group Headquarters Reconnaissance unit.[53]

Clipping Gives Glimpse of Early KYNG Aviation

An undated clipping located with the papers of COL George M. Chescheir at the Kentucky Historical Society believed to have been published in the "United States Army and Navy Journal and Gazette of the Regular and Volunteer Forces" sometime between August 1916 and May 1917 gives a glimpse into the early plans of the signal corps in Kentucky.

> KENTUCKY
>
> Company A Signal Corps, Kentucky N.G., Capt.. Otto Holstein, was inspected on April 1 by Capt. Easton R. Gibson, 19th Inf., U.S.A., Inspector-instructor. Three officers and Sixty-three enlisted men were present and nineteen were absent. Aggregate, present and absent, three officers and eighty-two enlisted men.
>
> The men are' far: above the average and practically every man possesses some particular qualification making him especially adaptable to this branch of the Service. Among the personnel are to be found expert machinists; mechanics, telegraphers, linemen, telephone repair and switchboard men, electricians, wiremen; engineering students {mechanical, electrical, chemical; etc.) from the State - University and others. Wigwag, semaphore, buzzer; flashlight and heliograph apparatus has been improvised and the men have, for the most- part, already reached a state of proficiency in, those branches; one semaphore team in competition receiving four messages in Spanish (a language which none of the team had ever seen before) in record time and with but the mistake of one letter.
>
> Two of the officers of Company A, Signal Corps, have already been detailed to take the course in aviation, and one, Lieut. Bee Osborne is already in attendance at the Curtiss School at Newport News, Va., and 1st Lieut. Keeling G. Pulliam, Jr., will take a course at Buffalo at the Curtiss School. Another appointment has, been secured at Grinnell, Iowa. Captain Holstein has plans under consideration by which he hopes to raise funds for the purchase of a military tractor for the Kentucky Guard, and it is hoped that Kentucky will soon have an efficient Aviation Section as well as a Field Telegraph Company available for duty any time, for any service that may be required of them.[54]

KENTUCKY NATIONAL GUARD HOPES FLY HIGH

In Kentucky, National Guard aviation hopes could only have been fueled by the limited pilot training opportunities they had been given. The earliest record of these highflying hopes was in February 1920 in a Courier Journal story holding out the opportunity for the Commonwealth to get an "Aero Company."

GUARD MAY GET AERO COMPANY
Observation Squadron, Photo Section, Balloon Unit Included.
ONE FOR EACH DIVISION

Courier Journal Washington Bureau. – Washington, Feb. 10. (1920) An aero unit, including an observation squadron, a balloon company and a photo section, may be included in the new Kentucky National Guard, under plans announced today by the War Department.

Another such unit, it was indicated, will be part of the First Division, Camp Zachary Taylor.

While the aero units have not been included in the divisional organization of the regular army, advisability of including them is recognized, War Department officials say, and in all probability they will be included in divisional organizations of regulars under the new tables of organizing the army.

National Guard division should be organized the same as is contemplated for divisions of the regular army, the department held, in granting authority today in include one aero unit in each National Guard division.

Limited Funds Available.

It is realized that no Federal funds, only limited service equipment and but few regular army officers are now available with which to accomplish organization in National Guard divisions.

The extent to which these units can be organized and reorganized by the Federal Government is limited by the amount of unexpended balance of appropriations for support of the National Guard, by the quantity of "Clothing and equipment material" now on hand and by the degree of assistance the States themselves can give in supplying service types of airplanes.

Few Instructors Available

Authority to organize aero units in the National Guard, therefore, will be exercised by the chief of Militia Bureau when and where he considers it both desirable and practicable to do so under these limitations, and with the understanding that the expert personnel of the Regular Army that can be made available for assignment as instructors with National Guard units is limited.

Adjutant General Deweese, in charge of the reorganization of the Kentucky National Guard, last night said he had not been apprised of new plans of the War Department.[55]

Despite hopes that an aero unit would be placed at Camp Zachary Taylor as well, the camp was ordered closed just a few months later on July 27, 1920.[56]

First Known Kentucky National Guard Military Aviator

Bee R. Osborne was born in Midway and was the son of James Wesley and Polly Ann Stamper Osborne. He attended Fayette County schools and attended the Wilbur Smith Business College. Smith was Adjutant General of Kentucky from September 1898 to November 1900. Osborne enlisted in the Kentucky National Guard on 1 September 1915 at the age of 28. His civilian occupation was a telegraph operator. He was made a Second Lieutenant in Company H of the Third Infantry of the Kentucky National Guard on 6 July 1916.

He arrived at Mineola NY Signal Corps Aviation Station in July 1916 to begin his flight training. He completed it successfully and earned his Reserve Military Aviator certification and his FAI pilot's license (No. 623).

While at Mineola and still affiliated with the Kentucky National Guard, Osborne took part in a National Guard & Army group flight from Mineola to Philadelphia Navy Yard a distance of 110 miles on 30 December 1916. This was only the second National Guard group flight but the first flight in conjunction with the regular Army. The temperature on the ground was zero and reportedly 18 below at the average flight height of 6,000 feet. They wore their own clothing plus experimental clothing that the army wanted tested. Even with that they nearly froze. Osborne was one of eight of the group of 12 to make it to Philadelphia. Osborne evidently made the return flight on 31 December without incident along with three others out of the 12. The rest made forced landings and continued their journey later in the days that followed.

Osborne resigned his commission as a second lieutenant in the Kentucky National Guard's Third Infantry on 15 Jan 1917 to take a transfer to the Signal Officers' Reserve Corps.[57] He continued at Mineola until March 1917 when he is listed in Army orders published in the Washington Post on March 20, 1917 as being assigned to the Aviation Section, Signal Officers' Reserve Corps was transferred to active duty and ordered to Fort Sam Houston Texas assigned to the Third Aero Squadron, Signal Corps for duty.[58] Osborne's next stop was San Antonio, Texas, where he would have likely met another Kentuckian, Thomas S. Bowen who moved from the 1st Aero Squadron and became the Supply and Engineer officer on 10 November. Major Foulois became the commanding officer on 1 Nov 1916. Bowen commanded while Foulois was absent on leave in December. Osborne left San Antonio in August 1917 and sailed from New Jersey on 13 August 1917 bound for France. While in France he was promoted to 1st Lieutenant on 1 December 1917. He was promoted to Captain in the Air Service on 20 May 1918. He served in France till 17 September 1919. Following his return from overseas he was stationed at Bolling Field, Washington DC from 18 September 1919 and was discharged at Fort Thomas, Kentucky on 13 September 1920. He was not recorded as having served in any battles or engagements despite his time in France. He was awarded the Victory Medal and four gold war service chevrons.

Osborne returned to Kentucky after the war and was a ticket agent for the Chesapeake and Ohio Railway System and retired from there in 1951. Osborne died at the age of 82 on December 22, 1968. He was buried in the Lexington Cemetery.

Osborne's son, B. R. Osborne Jr., followed in his father's footsteps in the military service and died after a swimming accident while home on furlough on July 1, 1942. He had been a member of the 779th Signal Platoon, 29th Air Depot, and was stationed at Stinson Field, San Antonio, Texas.

Second Known Kentucky National Guard Member Trained as a Military Aviator

Keeling G. Pulliam Jr. enlisted in the Kentucky National Guard on 22 October 1915. He was a student in electrical engineering at the University of Kentucky and an amateur wireless enthusiast. He had two years service in the cadet battalion evidently with the University of Kentucky ROTC.

He was commissioned a 1st Lieutenant, in the Signal Corps and assigned to Company B, Signal Corps, Kentucky National Guard, on March 13, 1916. He reported for Mexican Border duty with his Company on June 18, 1916 but did not muster out with the unit on March 24, 1917 but reported for flying training at North Island, California as a 1st Lieutenant, Signal Corps, Kentucky National Guard. He was drafted into federal service on August 5, 1917. He attended Signal Corps Aviation School at San Diego California until September 30, 1917. He departed North Island for England on December 18, 1917.

His next assignment was with the 135th Aero Squadron in England until January 4, 1918. He was attached to British Royal Flying Corps from December until March 4, 1918. During this time he completed a six-week advanced pilot training school at Gosport School, England and a two-week

course in aerial gunnery at Ayre School in Scotland. From March 12, 1918 he was assigned to the 21st Aero Squadron until October 18, 1918 at Issodun, France where he reportedly commanded the Squadron as a Captain and commanded Field no. 3 under Major Carl Spatz. He was then assigned to the Headquarters of 1st Army until November 11, 1918. He then was assigned to Headquarters Air Service District of Paris until November 27, 1918.

He returned from overseas on December 23, 1918. Keeling was honorably discharged on January 7, 1919. There is no mention in his records of having flown any combat missions.

It is worth noting that an article in the "Delta" the Sigma Nu fraternity magazine in May 1918, either with or without his cooperation, greatly embellished his wartime service and exploits. A family friend wrote the article so it is unclear whether he was the originator of the embellishments or the family friend.[59]

Keeling G. Pulliam's brother, Harold A. Pulliam, United States Navy, was assigned to the Hampton Roads Naval Air Station. He was on a flight directly over the main street of Norfolk, Virginia when he perished in a crash in front of the hotel Chamberlain on April 4, 1919.

Keeling G Pulliam is mentioned in the Military History of Kentucky by the Federal Writers Project as having died in an accident while an aviation student in California. This is apparently in error. He died in Los Angeles, California in 1974.[60]

There are newspaper references to B Company of the Signal Corps in Lexington prior to World War I. They are also listed in the Military History of Kentucky in 1938 in General Orders No. 6 of June 1, 1917 by the Adjutant General with officers Holstein, Otto, Captain, September 1, 1915; Lexington; Pulliam, Keeling G., First Lieutenant, March 13, 1916; Lexington and Welsh, Thomas A., First Lieutenant, May 10, 1917; Lexington.[61]

Three army planes from Selfridge Field Detroit Mich at the Lexington Municipal Airport Halley Field

Given the scarcity of aircraft and federal equipment in the Guard prior to World War I, it is doubtful that they had any aviation assets. To date research has provided no additional documentation on any signal corps units in the Kentucky National Guard at that time. A newspaper article in the Courier Journal states that Company A Signal Corps of the Kentucky National Guard, "the only signal corps company in the state" returned March 22, 1917 to Lexington after an absence of six months. The article said the command consisted of 65 men, including three officers, and 32 horses. There was no mention of aircraft.[62]

We do know that the University of Kentucky's Reserve Officer Training Program offered Signal courses during the war time period.

> The grave necessity to quickly train soldiers and officers as the United States entered the war in November 1917 produced some military programs on colleges that overshadowed ROTC. In January 1918, a new military signals course was instituted at the University of Kentucky. This course was primarily for students who knew that they would be drafted, when they finished school, to study communications and signaling and be placed in the Signal Corps instead of the Infantry. Entry into this program did not guarantee a commission, but those cadets in ROTC who took the signals courses would become Signal Corps lieutenants. In July 1918, a series of training camps began which would provide military training for the majority of male students. The "Student Army Training Corps" had all men at the University enlist in the Reserves, whether they were in ROTC or not. There were three separate SATC camps and

the University built barracks for them, but the SATC demobilized with the end of the war in November 1918.[63]

Again there is no mention of flying assets and there may have not been any available but aviation may have already been removed from the Signal Corps as it evolved to the Division of Military Aeronautics on 20 May 1918 and later the Air Service on 24 May 1918.

A similar program was again instituted at the University of Kentucky in 1942[64]. By this time the Signal Depot at Avon was open and functioning.

Ace Flies Chicago Gift Pig into Lexington on Daniel Boone

In 1921, Jesse O. Creech became the first Lexington resident to own an airplane. Creech, a native of Harlan, Kentucky, was the state's first "ace" pursuit pilot during WWI. His airplane, named the "Daniel Boone," made its first commercial flight from Chicago to Lexington in June of that year. His cargo was a live pig--a publicity stunt and gift from a meatpacking company to Lexington's mayor. Creech landed safely--pig on board--on Lexington's first landing strip, called Halley Field, located off Leestown Road. That area is now the site of Meadowthorpe subdivision. Charles Lindbergh landed at Halley Field in 1928 when he stopped in Lexington to visit Dr. Scott D. Breckinridge. According to a March 29, 1928 Lexington Leader article, Lindbergh had trouble finding Halley Field when he arrived and then barely cleared trees at the end of the runway on takeoff. Lindbergh's visit may have helped convince the airport committee of the Board of Commerce that Lexington needed a new airport. Halley Field ceased operation and closed in 1933.


Lt. Jesse Orin Creech

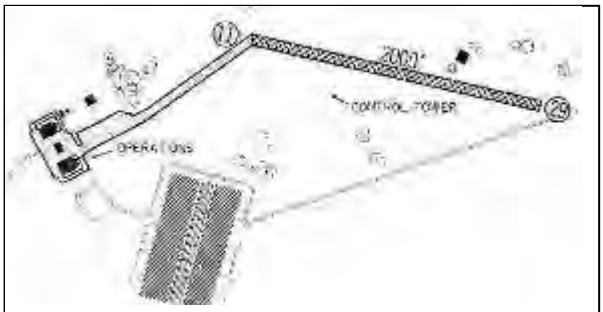
Lieutenant Jesse Orin Creech was born on August 22, 1896 in Harlan, Kentucky. Creech joined the Royal Flying Corps in 1917. After training in Canada, he served as a flight instructor in Texas. In early 1918, he transferred to the United States Air Service and was assigned to the 148th Aero Squadron on July 4, 1918. Taking part in his squadron's last patrol of the war, Creech scored his final victory on October 28, 1918. The World War I Ace is credited with 7 victories. He died on February 16, 1948 in Louisville, Kentucky. Creech earned the Distinguished Flying Cross on October 28, 1918.[65]

CREECH, JESSE ORIN
First Lieutenant (Air Service), U.S. Army
Pilot, 148th Aero Squadron, 4th Pursuit Group, Air Service, A.E.F.
Date of Action: September 26, 28, & October 28, 1918
Citation:

The Distinguished Service Cross is presented to Jesse Orin Creech, First Lieutenant (Air Service), U.S. Army, for extraordinary heroism in action at Cambrai, France, September 26, 1918; south of Masnieres, France, September 28, 1918; and near Jenlain, France, October 28, 1918. Being on enemy patrol on September 26, 1918, when a large number of enemy airplanes were encountered, in the fight that ensued Lieutenant Creech shot down two of the enemy planes and saved the commander of the patrol from being shot down. On October 28, 1918, near Jenlain, France, Lieutenant Creech's flight of 5 planes was attacked by 8 Fokker biplanes. In this encounter Lieutenant Creech also shot down 2 enemy planes. On September 28, 1918, south of Masnieres, France, Lieutenant Creech with his flight attacked an enemy balloon and compelled the observers to jump. Enemy troops were then attacked in close formation, causing many casualties and scattering all the troops. In all of these encounters Lieutenant Creech displayed high courage, great valor, and utter disregard of danger. He constantly went to the assistance of members of his flight and exposed himself with great fearlessness, and yet with all displayed keen judgment and tireless energy. He proved himself a leader of unusual ability, and was a constant inspiration to the members of his command.

General Orders No. No. 19, W.D., 1926

Creech Army Airfield at the Lexington Signal Depot near Avon was likely named in his honor. While no documentation has yet surfaced, it is believed that the airfield was constructed during or after the Korean War and likely ceased operation sometime prior to or during the Vietnam War. A 1961 Cincinnati Sectional Chart described Creech AAF as having a single 3,000' pierced steel planking runway.[66] The name has been continued for the helipad at the facility now under state control and named Bluegrass Station. It is operated as a light industrial park.



Creech Army Airfield map.

In 1933, another group of Lexington aviators and businessmen opened Cool Meadows Airport off Newtown Pike on property now recognized as Fasig Tipton. In 1940, Lexington's Mayor pushed for a full-featured municipal airport. On Dec. 1, 1940, the Civil Aeronautics Board recommended that a full-featured airfield in Lexington was a necessity to the national defense. This would become Blue Grass Field. Construction of the runways began on March 6, 1941. On July 11, 1942, an Army Air Corps B-25 bomber was the first aircraft to land officially at Blue Grass Field.[67]

According to an article in the July 3, 1934 issue of Louisville's Courier Journal a Kentucky Air Corps was organized under supervision of Adjutant General Denhardt with flights (detachments) in Louisville and Shepherdsville. We can find no record of this organization in the historical records and there is some discussion that the organization may have actually been more of a forerunner of the Civil Air Patrol but as a private club.

KY. AIR CORPS IS ORGANIZED

Group Subject to Call for Active Duty; Flight Located in City

Formation of the Kentucky Air Corps under supervision of Adjt. Gen. H. H. Denhardt, with a nucleus of two flights of planes at Louisville and Shepherdsville, was announced Monday. Members of the corps will be subject to call for active duty just as the Kentucky National Guard under the new State militia law, it was explained.

The Louisville flight, under Maj. B. W. Grimsley, includes Capt. Donald E. Long, Capt. John L. Burch, First Lieut. William A. Kippes, Lieut. Charles W. Miller, Lieut. Francis A. Blevins, Lieut. S. Elvin Jump, Lieut. William B. Johnson and Lieut. Theodore W. Hoskinson.

The flight at Shepherdsville is commanded by Lieut. Russell W. Johnson. Another is being organized at Glasgow under Capt. Colin Davies. Others are expected to be formed throughout the State.

Members of the Louisville unit will have headquarters at Watterson airport, on the Newburg Road, which they intend to equip with all modern airport appurtenances (equipment / tools). The corps officially has adopted an insignia of wings with a white star on a blue background, the center, being red with Ky. Imprinted on it and Air Corps above it.

The corps, it was explained, is a society "of patriotic male citizens of Kentucky, qualified by training and experience as airplane pilots, mechanics, aerial observers, radio and visual signal operators, instructors, and students in the several branches of aviation. The members realize the necessity and importance of flying equipment and personnel to the armed forces of the great Commonwealth."

> Leaders pointed out that public interest in aviation had progressed materially in the State, evidenced by construction of seventeen new airports within the borders during the past year. "The members of the Kentucky Air Corps have pledged themselves and resources to endeavor to develop an even greater interest with the ultimate result in view that, Kentucky shall become the recognized center of America's aviation industry."[68]

Thus far research has not revealed the location of the seventeen airports in Kentucky referenced in the article.

Organic Aircraft for Artillery


William Wallace Ford

BG William Wallace Ford (1893-1986) was born in Waverly, Virginia and a Field Artilleryman when he graduated from the U.S. Military Academy in 1920. During 1936-1939 he served as a member of the ROTC staff, Field Artillery, at Eastern Kentucky University in Richmond. He was a pilot and kept his personal airplane at Cool Meadow Airport in Lexington. He went on to earn his commercial and instrument ratings after his solo at Ft. Bliss Texas in 1933.

As a pilot he was one of the first to recognize the practicality of each artillery unit having its own light aircraft that could move right along with each battery and give full-time air spotting service. He envisioned light aircraft providing an "Air Observation Post" for artillery fire adjustment. He authored an article in the May 1941 issue of Field Artillery Journal that focused attention on this concept. His efforts led to the approval by the War Department of an experimental program to train artillerymen to fly and to adjust artillery fire from light planes. Ford organized and directed a course that produced Artillery Liaison pilots who were freed from their dependence upon established airfields and who were able to operate from field strips and rough areas alongside the artillery units they were supporting.[69]

The Army experimented with Ford's ideas of using small organic aircraft for artillery fire adjustment in maneuvers at Camp Beauregard, La., in August 1940. The tests were repeated on a larger scale in the Army maneuvers in Louisiana, Tennessee, Texas, and the Carolinas in 1941. The Army's "Grasshoppers," as these light planes came to be called, proved to be much more effective than the larger Air Corps planes used for the same purposes.[70]

The tests were very successful and Ford became the first director of air training at Fort Sill, OK at Post Field with 24 Piper Cub J-3 airplanes furnished by the Army Air Force. At Fort Sill they were trained in both tactical flying and airplane maintenance. For spotting they had to learn to fly low to avoid hostile aircraft and slow to land on the shortest possible landing strip.[71]


Handwritten caption reads "Sikorsky S-38 Amphibian NC-4V on arrival (Ashland?) from Louisville, Ky 1st Trip." Courtesy Harold Canon.

The Organic aircraft (L-4's) were assigned to most field artillery headquarters. An infantry division was authorized 2 for each of its field artillery battalions.[72] The Kentucky National Guard's Harrodsburg unit, Company D of the 192nd Tank Battalion, took part in these maneuvers in Louisiana but we have no information as to whether they would have had any contact with the air elements.[73]

The pace of change slowed between World War I and World War II. In 1926 the United States Army Air Corps was born

and it evolved into the United States Army Air Forces in 1941. The fixed wing aviation split in 1947 with the creation of the United States Air Force but the Army retained some aircraft and missions.

In 1942 a final series of experiments with organic Army spotter aircraft was conducted [74] and on 6 June 1942 the War Department assigned Army aviation as an adjunct to the Field Artillery. It was in that same year that aircrew training commenced at Fort Sill, Oklahoma. Army Aviation's first combat duty was on 9 November 1942 in the North African campaign of WWII. L-4s were launched off of the carrier USS Ranger in the Mediterranean and acted as Artillery spotters, aerial cargo, air ambulances and command and control aircraft.

Rebuilding the Kentucky Guard after World War II

Following World War II and the total federalization, the Kentucky National Guard had to be entirely reconstituted. As former Guardsmen returned to the Commonwealth following their release from active duty in 1945 and 1946, planning for the new postwar National Guard was underway.

This was a busy time for military aviation in Kentucky. On 16 February 1947 The Kentucky Air National Guard received federal recognition and was located in the former World War II Vultee B-24 Bomber Modification Center (later Bremner Biscuit Company) at Standiford Field.[75]

On 1 May 1947 the bulk of the Kentucky Air National Guard's first aircraft including 25 North American F-51D Mustangs arrived in Louisville. They were designated the 123rd Fighter Group (FG)/165th Fighter Squadron (FS).

Prior to the Mustangs arrival the unit was assigned two L-5s in addition to four B-26s, Three C-47s and two AT-6s.[76] There has been some discussion that the L-5s could have been Army already or might have been transferred to Army after P-51s arrived. However, there is no documentation or first hand accounts to substantiate that line of thought or to concretely date when those aircraft arrived even if they were designated for use of the Air Guard.

At the same time, the Army began to develop its own aviation assets (light planes and rotary wing aircraft) in support of ground operations. It would not be until late 1947 that work would begin on organizing an Army air section for the Kentucky Guard.

Founding Fathers

The first known officer assigned to fixed wing aviation in the Kentucky Army National Guard was First Lieutenant Louis R. Rayburn who was listed as a liaison pilot with the 623rd Field Artillery Battalion Headquarters on 1 July 1947. He like most of the early Kentucky National Guard aviators was a World War II veteran. He served in World War II as a pilot and was awarded an Air Medal and receiving campaign credit for the Ardennes Rhineland and Central Europe. He left the Guard in 1949 but returned again for a few years in 1950. It must be noted that records for this early post WWII era of the Kentucky Guard are not extensive. The names discovered were combed from microfilms of special orders focusing on the years after World War II and 1950 and it is not only possible but also indeed likely that there were other individuals whom we did not discover and some perhaps with earlier service.

The first Army Advisor assigned to build the new aviation section of the Kentucky Army National Guard was Captain George H. Howell Jr. Captain Howell was a regular Army officer assigned as the Light Aviation Advisor on 5 November 1947.

The next name discovered in the records search was First Lieutenant James Ambrose McCrocklin who was listed as a liaison pilot with the 138th Field Artillery Group and joined the Guard on 1 September 1947 and stayed until 1957 when he transferred to the Army Reserve. He also was a World War II veteran as a liaison pilot with the European-African-Middle East Campaign

Medal. He was a Staff Sergeant when he joined the Kentucky Guard but was commissioned and received his pilot's wings in December 1947.

Many pilots and aviation mechanics were discovered in the records search for 1948.

First was Captain Eldon O. Basham listed as a pilot with the 198th Field Artillery Headquarters. He was a World War II veteran with service in the 42nd Bomb Group as a B-24 pilot. He transferred to the Army Reserve in May 1951.

The first "Aviation mechanic, Airplane & Engine" to be revealed in the records search was Martin H. Thompson who was listed on travel orders in March 1948 as being assigned to the Headquarters and Headquarters Battery 138th Field Artillery Battalion.

Emil G. Troklus name was revealed on orders sending him to airplane & engine aviation mechanic school in April 1948.

Second Lieutenant Lawrence Bertrand Kelly's name was revealed in the records search as a liaison pilot with the 138th Field Artillery Group and 452nd Field Artillery Battalion beginning on 13 April 1948.

Melvin E. Neal was slotted as a caretaker and aviation mechanic for the Headquarters and Headquarters Battery of the 623rd Field Artillery Battalion also on 13 April 1948. The caretaker position was more closely akin to that of today's armory administrative officer.

George W. Bowers appears on orders for school as an aviation mechanic for the Headquarters and Headquarters Company of the 149th Infantry in May 1948.

First Lieutenant Frank Edwin Hancock appears in the records as a Liaison Pilot for the 138th Field Artillery Battalion beginning 6 May 1948.

Captain James Henry Quenichet appears in the records as a liaison pilot for the 623rd Field Artillery Battalion from 6 May 1948 till 1 May 1951. Quenichet was a World War II veteran and served as a Liaison Pilot for the Headquarters and Headquarters Battery of the 623rd in Glasgow and later as Liaison Pilot and Group Air Officer for the 138th Field Artillery Group. He moved to the Kentucky Air National Guard in May of 1951. He and Joseph Van Fleet were perhaps the only persons to serve as both a pilot for the Kentucky Army and Air National Guard. Van Fleet related in a phone conversation that he and Quenichet moved to the Air National Guard to become pilots on the C-47 and were made full-time employees to keep the Air Guard going while they rest of the unit was deployed during the Korean War.

First Lieutenant John L. Cecil is the next to appear in the records as a liaison pilot for the 138th Field Artillery Group beginning in 14 May 1948.

Staff Sergeant Duard Lawrence appears as an aviation mechanic and caretaker for the 138th Field Artillery Battalion from 1 June 1948 to 30 Sep 1948.

Master Sergeant Kelly B. McGary began as an aviation mechanic with the 138th Field Artillery Group on 22 June 1948 and caretaker. He eventually served as shop foreman at the Army Aviation Support Facility in Frankfort before he retired.

Sergeant Olan L. McGregor turns up next in the paper chase as an aviation mechanic for the 441st Field Artillery Battalion beginning on 24 June 1948.

The next person to be discovered in the records search was Leonard H. Shouse as a Staff Sergeant mechanic for the 149th Regimental Combat Team Medical Detachment and as a caretaker. He eventually moved to aviation as an aviation mechanic.

The next person to appear in the records search was Second Lieutenant Robert N. Quigg as a liaison pilot with the 198th Field Artillery Battalion on 19 July 1948. He was transferred from the position of motor transportation officer. We have found that in several cases orders were cut placing a person in a slot as a pilot or aviation mechanic and perhaps the next day or in one case even the

same day orders were cut moving them to other positions. No doubt in the early days of the Guard after World War II as units were being established and filled out there must have been some parking of individuals in slots with the understanding that they would be moved to other suitable positions as time and opportunity allowed. As we have said the paper trail on individuals is sketchy at best and it is hard to know how long some of these individuals stayed in these positions.

Light Aviation Section Bowman Field 1953. The Guard rented hangar space from Kentucky Flying Service according to Joseph Van Fleet. Note chain link fence separating area of hangar.

The next person discovered in the records related to aviation was Second Lieutenant Billy Milton Hedges as a pilot with the 149th Infantry Headquarters and Headquarters Company beginning on 8 Nov 1948. He served with the Guard until 1975 when he retired as a Lieutenant Colonel. He was a World War II veteran with service with the 558th Bomb Squadron 320th Bomb Group, 397 Bomb Group and 387 Bomb Group in England & France. He received the Air Medal with 2 Oak Leaf Clusters and served several stints as pilot for the 149th from November 1949 to August 1952 and again from November 1956 until January 1957.

The next name discovered was Second Lieutenant Orville Crothers who was listed as a liaison pilot with the 138th Field Artillery Battalion Headquarters and Headquarters Battery beginning on 9 March 1949. He also served in World War II as a glider pilot.

The next name discovered is that of First Lieutenant John Isham Faulkenberry who was listed as a liaison pilot with the 138th Field Artillery Battalion on 9 March 1949. He also served in World War II as a glider pilot. He went to helicopter school at Gary air force base in San Marcos TX in 1954 and was the first member of the Kentucky Army National Guard trained to fly a helicopter. Master Sergeant Leonard H. Shouse was the first Mechanic trained to work on the helicopter. Faulkenberry went on to become the State Aviation Officer and commander of the Army Aviation Support Facility prior to his retirement as a Colonel in Jul 1970 with 5,492 hours with 844 of those in a helicopter.

The next name discovered was Major Ephraim A. Berry who was listed as an aviator for the 623rd Field Artillery Battalion Headquarters beginning in April 1949. He served in the Kentucky Guard until he retired in November 1966. He was a World War II veteran who served as a liaison pilot. He was awarded the American Campaign Medal the World War II Victory Medal, the Army of Occupation Medal for Japan and the Asiatic Pacific Service Medal. He graduated 1st in his class form the light aviation officer course at Fort Sill in 1950. It was class number three.

The next person discovered in the records was First Lieutenant Harold Mason Lathrem as a pilot for the 441st Field Artillery Battalion Headquarters beginning on 7 June 1949. He was also a World War II veteran and was awarded the American Theater Medal, European-African-Middle Eastern Theater Medal with 5 campaign stars for Normandy, North France, Rhineland, Central Europe and Rome –Arno Campaign. He was awarded the Air Medal and Distinguished Unit Badge with the 15th Squadron, 61st Troop Carrier Group. He eventually served as Executive Officer for the 2113th Transportation Company (Aircraft) (DS) before retiring from the Kentucky Guard in May 1970.

First Lieutenant Joseph L. Van Fleet Jr. served as a pilot for the 149th Headquarters and Headquarters Company beginning on July 12, 1949. He continued with the Air Guard after a time in a variety of rolls and even did recruiting tours at high schools across the state. He was also a World

War II veteran serving as a pilot with the 8th Air Force. His awards included the Distinguished Flying Cross (GO 334 HQ 8th AF 16 Sept 44), Air Medal with 3 Oak Leaf Clusters and the European-African-Middle Eastern Service Medal. He eventually left military service in the 1950's to fly for the oil industry in Texas.

First Lieutenant Paul William Erwin served as a Pilot for the 201st Combat Engineer Battalion Headquarters from 15 August 1949 until October of 1950.

An article from the 7 February 1949 Courier Journal sheds some light on the plans for Army Aviation in Kentucky.

Helicopter Given Once-Over by Members of Guard Here

Kentucky National Guard members in the Louisville area yesterday got an over-all look at a helicopter, the light aircraft the guard hopes soon to be using in training its liaison pilots.

The helicopter was flown in from Godman field, Fort Knox, and put on display at Bowman Field as part of a drive to fill 11 liaison-pilot vacancies in National Guard ranks in the state.

Maj. Albert L. Robinette, a pilot, of the Armored School at Fort Knox, took some of the guardsmen on flights over the airfield. He and Cpl. Elmer M. Johnson, Crew Chief, explained the operations and functions of the plane.

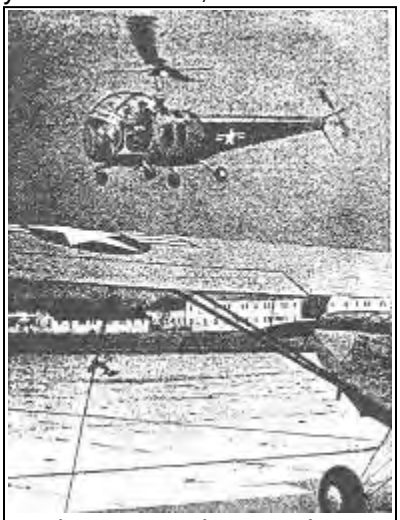
Explains Uses of Plane

The small craft has a cruising speed of about 80 miles an hour and can range upward to about 15,000 feet. It has a 178 horsepower engine and weights 2,300 pounds.

Major Robinette said the helicopter could be used for reconnaissance, photography, adjustment of artillery fire and just about any type of liaison work done by the heavier aircraft in the past. It can fly virtually any way desired and can land vertically. The helicopter was used almost exclusively for rescue work in World War II.

Capt. George H. Howell, Jr, Light aviation advisor to the Kentucky National Guard, said the guard had top priority on any helicopters assigned for light aviation training.

Applications for liaison pilot in the guard are being accepted by Captain Howell at his Bowman Field headquarters.[77]



7 Feb 1949 – Courier Journal – A helicopter hangs virtually stationary in the air above a Kentucky National Guard liaison plane at Bowman Field. Guard liaison pilots yesterday took rides in the helicopter. They hope to get one for training purposes. Courtesy John Trowbridge.

The annual report shows that in 1949 three enlisted persons were sent to airplane and engine mechanic school and one more in 1950 and one additional in 1951.[78]

It was announced on 18 September 1947, by the War Department that the Kentucky National Guard would be given use of parts of Bowman Field in Louisville under a 25 year lease from the Louisville and Jefferson County Air Board as a condition of the Army returning the property to the Board. The newspapers reported that the location would be headquarters for the ordnance maintenance company of the 138th Field Artillery.[79]

By the time Captain Howell was assigned, the Kentucky Guard had already occupied the agreed to 47 acres and 39 buildings at the Bowman Field complex. Captain Howell quickly set up shop at Bowman and by the end of 1948; fixed-wing aircraft were arriving at Bowman Field. Exactly what planes and how many and when

they became part of the Kentucky Guard inventory has so far been lost to history.

The only clue uncovered thus far is a statement in the Quadrennial Annual Report of 9 December 1947 to 3 June 1951 stating that in 1948 the Light Aviation Section "has eight planes."[80] There has been some discussion that some of the aircraft may have been delivered in crates from World War II surplus or possibly Fort Knox. Unfortunately no property records survive and efforts to seeking information from National Guard Bureau and Fort Rucker have met with no success. In order to have 8 in 1947 they must have received some in 1946 and this lends support to using the date of federal recognition for artillery units in Kentucky after World War II.

In early February 1949, the Kentucky Guard started its recruitment of liaison pilots. One of the recruiting tools used to draw aviators into the program was an early model OH-13 (Sioux), which it was hoped, would become part of the Kentucky Guard inventory.

The slots for these pilots had to be associated with the artillery units in the state. After World War II Kentucky stood up a number of Guard artillery assets. It is believed that the new table of organization and equipment would have included light aviation assets at the battalion level for spotting and liaison missions.

The years immediately following the end of World War II saw a tremendous influx of units. Kentucky's authorized post World War II strength of 8,000 men was a dramatic increase over its pre World War II size of 3,600. The several barracks buildings at Louisville's Bowman Field were used as armories for area units, including the 103rd Ordnance Maintenance Company, the 452d Armored Field Artillery Battalion, the 198th Field Artillery Battalion, and the 138th Field Artillery Group Headquarters [81]

Gustavus Herbert May left federal duty at the request of Governor Simeon Willis to return to Kentucky to serve as Adjutant General and was appointed on 25 January 1944. May had been stationed at Sheppard Field, Texas as battalion commander at the field's Flight Mechanics School. May began his military career in the Kentucky Guard as Captain of Ashland's Company G, 149th Infantry. He continued command of the unit for a year at Camp Shelby when it was ordered to active duty and then moved on to command a squadron at Columbus, Mississippi and then served a stint at Fort Bragg in 1942 before moving to the squadron commanders position at the California Flyers Air Training School and commanded the mechanics school in Burbank California.[82]


BG Gustavus Herbert May

May must have had a good appreciation for Army aviation when he became Adjutant General and no doubt greatly influenced the selection of leaders and the establishment of the air assets in the Kentucky Army Guard and the development of the Kentucky Air Guard. May later served in the Kentucky Air National Guard on state headquarters staff from 1948 to 1953 after his tour as Adjutant General ended in December 1947. He retired with the rank of Colonel in 1953.[83] May was the only Adjutant General to have served both in the Kentucky Army and Air National Guard and one of the few to continue Guard service after having been Adjutant General.

On July 9, 1946, Brigadier General May announced the selection of a regimental commander and four battalion commanders for the new National Guard. Colonel Arthur C. Bonnycastle, Louisville, was selected as regimental commander of the 149th Infantry Regimental Combat Team. The four remaining selections were: Lieutenant Colonel Silas B. Dishman, Williamsburg, First Infantry Battalion; Lieutenant Colonel Thomas W. Jones, Ashland, Second Infantry Battalion; and Lieutenant

Colonel William H. Meredith, Smiths Grove, Third Infantry Battalion. All five were veterans of World War II and had been federally activated as members of the Guard. They were responsible for manning and staffing their organizations.[84]

The first unit to receive federal recognition was the Unit Provisional Battalion Headquarters & Headquarters Co Det less separate detachment in Frankfort on 23-Sep-46. Then came the 138th Field Artillery Group Headquarters & Headquarters Battery in Louisville on 24-Sep-46 along with: Service Battery; Battery A, Battery B; and Battery C all formed in Louisville on the same date.


Light Aviation Section Bowman Field 1953

Next the 149th Regimental Combat Team Headquarters & Headquarters Company in St. Matthews on 25 September 1946 and in the following weeks units were established across the state in Bardstown, Bowling Green, Carlisle, Ravenna, Ashland, Harlan, Livermore, Olive Hill, Madisonville and Russellville.

In December Battery C of the 623rd Field Artillery Battalion was formed in Monticello and in January 1947, the Headquarters & Headquarters Battery 623 FA BN was organized in Glasgow. The Headquarters & Headquarters Battery 441st FA BN was established in Lexington on 30-Jan-47.

The Headquarters & Headquarters Battery of the 138th Field Artillery Group was formed in Louisville on 22-Apr-47. Headquarters & Headquarters Battery of the 198th FA Battalion was formed in Louisville on 4-Nov-47. Headquarters & Headquarters Battery 452 Armored FA BN was formed in Louisville on 4-Nov-47.

The Kentucky National Guard held its first post World War II Annual Training at Fort Knox in August 1947. The Air National Guard was established at Standiford Field because Bowman Field did not meet the necessary federal requirements. The Kentucky Air National Guard's first review for federal recognition was February 16, 1947. They only had four aircraft at Standiford but provisions for 34 more including twenty five P-47's four A-26's, two AT-6's, two L-5's, and one C-47 had been made.[85]


Light Aviation Aircraft Parking Ramp Bowman Field - At left L-17 Navion and right L-19 also know as O-1 Bird Dog

The 1948 Annual Report, covering the period of 9 December 1947 to 3 June 1951, includes a table that shows in 1948 that five enlisted members were sent to airplane and engine mechanic school.

The Courier Journal reported on 5 Feb 1949 that there were 11 liaison pilot vacancies and noted that the Kentucky Army National Guard had 8 "two seater" planes and expected a "four seater" by end of month. The same article went on to state that Captain George H. Howell Jr., The Army Aviation Advisor will establish "Ground Light Aviation Schools" at Bowman Field, Blue Grass Field in Lexington and Davis Norris Field in Glasgow for operational training for liaison pilots. The same article said that the flight school was eight months long and could be taken at San Marcos, Texas or Fort Sill, Oklahoma.

Davis Norris Field began as a sod field southwest of Glasgow in the 1930's. Winn Davis, Harry Norris and Hollis Norris supplied the land. In early 1958 a new site was selected where the present "Moore Field" is today. The new field was named in honor of Robert "Todd" Moore who was the only "Ace Pilot" in World War II from Barren County.[86]

L19a Engine School 1955 Gary Air Force Base Courtesy CW4 (R) Harold Canon

These early years were not without incident. The Kentucky Department of Military Affairs Quadrennial Annual Report for the period[87] lists in 1948 officers killed in aircraft accident one for Army Guard and one for air guard. It lists another air fatality in 1949. We know the Air fatality in 1948 was Captain Thomas F. Mantell Jr. January 7, 1948. The other air fatalities we know of from the period would not seem to account for the army casualty in 1948 or the air casualty noted in 1949. There has been some discussion that it refers to Captain Richard L. Ross of the Kentucky Air National Guard who died on 1 October 1950 and supposing either a typographical error or that the table was drawn on fiscal year basis rather than calendar year basis. It is entirely possible that there is an Army Guard fatality in an aircraft accident whose name has been completely lost in history.

The Quadrennial Report also gives us some other clues to the aviation related events of the time. On 15 Aug 1949 MSG Kenneth H. Addington, a Regular Army Advisor, was slotted as Airplane Engine Mechanic. On 14 Dec 49 MAJ Harold H. Thomas assigned at Army Aviation Advisor replacing Captain George H. Howell Jr. who left assignment on 17 October 1949.

L-19A Lexington, KY Bluegrass Field. Lt. Harold Lathrem in cockpit and SP William Canon in 1956. Photo Courtesy CW4 (R) Harold Canon.

In the 1955 -1957 Adjutant General's report it cites that the Kentucky Army National Guard maintained 12 liaison type airplanes and one helicopter. In the next annual report, 1957-1960 it lists ten fixed wing aircraft and two helicopters. In the July 1960- June 1961 annual report it does not specify how many aircraft were on hand but states they were flown 2,542 hours without major accident. The annual report for the July 1961 – June 1962 period comments on a reorganization that included the implementation of a new Table of Organization and equipment, "re-designation of the 5th Target Acquisition Battalion and the consolidation of Aviation sections to form a Provisional Aviation Detachment." It further states that the reorganization of the 5th TAB added a Drone Platoon in HQ and HQ Battery to the 138th. The platoon equipped with a drone aircraft enables the unit to better perform its primary mission of providing general target acquisition, ballistic meteorology and survey support for artillery units. It states that the XXIII Corps Artillery Aviation Detachment (Provisional) was organized in November 1961.

MSG Kenneth H. Addington

MAJ Harold H. Thomas

The same annual report on page 54 notes that the Army Guard flew 2,738 hours without a major accident. The Report states that during the call up (for the Berlin Crisis) of equipment by the Army two L-19's

were lost and one technician was mobilized from the Aviation Maintenance Shop for one-year active duty at Fort Stewart, Georgia. The Aviation Shop has received and installed a Link Trainer for use of the Aviation Detachment. Harold Canon took part in the first class in 1960 to be qualified to maintain the Link Trainer.

The Annual Report also tells us that a federally funded hangar was constructed by the Department of Military Affairs at Glasgow in 1949. It also shows the lease of a hangar at Blue Grass Field in Lexington. The only reason the Department would have had for those facilities would be the Army Guard aircraft.

1958 photo of construction underway for the Army Aviation Maintenance Shop at Capital City Airport. The hangar is still in use today by the Division of Air Transport. Four l-19s are shown around the hangar.

In early 1951 1LT Ephraim A. Berry of the 623rd Filed Artillery Battalion took part in a flight to fly two L-16's to Ft. Bragg to turn in as the 623rd deployed to Korea.

Berry stayed on Active Duty after Korea. The 623rd Field Artillery Battalion, entered active service January 23, 1951. On February 2, 1951, the Battalion boarded a troop train for Fort Bragg, N.C. The 155mm howitzers and prime mover tractors were shipped ahead of the men and had reached Fort Bragg before the Advance Party arrived. The Advance Party consisted largely of administrative personnel who lacked training in operating the prime movers that had to unload the flat cars because Fort Bragg authorities declined to do so. At the date of activation the battalion was re-designated from a 155-tractor-drawn howitzer battalion to an armored field artillery battalion. This may have called for the turning in of the aircraft.

On 23 November 1954 the Kentucky Army National Guard received its first helicopter. The "G" model Bell OH-13 Sioux, Light Observation helicopter was delivered from Fort Knox to Bowman Field in Louisville assigned to the 149th Regimental Combat Team. By this time Leonard H. Shouse had already been to school and transitioned from being a fixed wing mechanic to a helicopter mechanic and John I. Faulkenberry was just completing helicopter pilot school adding to his fixed wing certification. This began the evolution from all fixed wing to nearly all-rotary wing assets in the Kentucky Army National Guard inventory as it is today.

More change was coming when in June 1955, at the "Capital City Airport Dedication in Frankfort, Governor Lawrence Weatherby announced that the federal government had committed to transfer the United States Property and Finance Office from Louisville's Bowman Field to the Frankfort airport."[88]

An article in the Frankfort State Journal on June 28, 1955 regarding the construction of the airport set out that the Kentucky Army National Guard had 25 planes across the state that would use a new hangar at Frankfort's Capital City

Aircraft #5 1-4590 (L -19 Birddog) Left Leonard Shouse and Right Walter P. Mundy. Made at Bowman Field, Louisville Kentucky 1952. Courtesy Leonard Shouse. Note 138th FA Crest on aircraft.

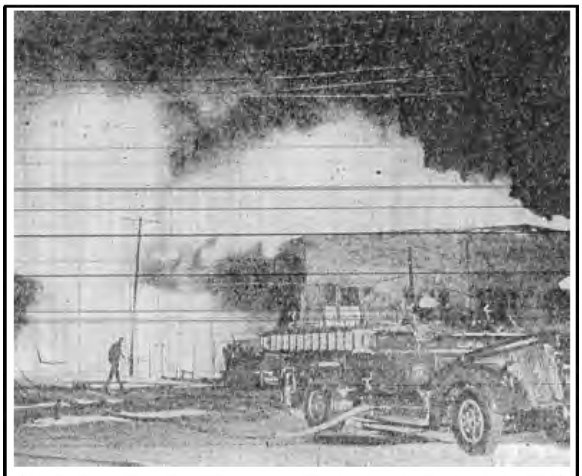
Airport as a maintenance location.

In 1956 the Kentucky Army National Guard operated an L-19 and an L-17 out of rental space in a hangar in Lexington. The L-17 was later traded for a DeHavilland L-20, later designated as a U-6 Beaver which had come into the Army system in 1951. Lexington received its first OH-13 helicopter in 1957 making it only the second one in the Kentucky Army National Guard inventory.

An article in the August 22, 1957 Journal quotes Lt. Col. Taylor Davidson, Assistant Adjutant General, that the air arm of the Kentucky National Guard "is expected to be based at Frankfort's Capital City Airport before the end of October." The article further quotes Davidson "the transfer of the guard's light aviation liaison section from Bowman Field in Louisville to Frankfort is the first move in a series which is to make the Capital City the logistics center for Kentucky. Based here will be 12 light planes and a helicopter."

Louisville's Light Aviation Section moved to Frankfort, Kentucky into rental space in 1957. A new hangar was completed in 1959 at the Capital City Airport. With the opening of the new hangar, aviation support was consolidated from Louisville and Lexington to Frankfort. This likely eliminated lease payments for hangar space in Lexington and Louisville.

On February 13, 1957 a fire destroyed the United States Property and Dispersing Office building at Bowman field. Damage to the building and its contents was estimated at $200,000 by Lt. Col. Jackson A. Smith, United States property and Dispersing Officer for the Kentucky National Guard. Then Specialist Third Class Donald Tyson, who lived in a nearby building, discovered the fire about 10:25 p.m. He noticed smoke coming from the corner of the building where a coal furnace was located.[89]



"Fireman goes to aid of mates fighting Army building blaze." Courier-Journal Photo by Warren Klosterman. Courtesy Courier Journal February 14, 1957.

The spectacular fire was bound to have added urgency to the moves underway to occupy what would become Boone National Guard Center in Frankfort. Construction was already underway for the first building in what would become the site of the Headquarters of the Kentucky National Guard. The Combined Support Maintenance Shop was completed in 1958. What is now known as the RADEF shop was also constructed in 1959. There have been reports that the RADEF shop was actually the Glasgow Hangar that had been moved to Boone Center. There have also be reports that it was a building moved from Bowman Field. No documentation has been found to definitively resolve the conflicting theories.

The new United States and Property Fiscal Office and the Veterans Division Building were completed on Boone National Guard Center in 1960.

An article in the Courier Journal on 24 August 1957 discussed the pending move of the maintenance and aviation to Frankfort.

Guard Shift to Frankfort
To Move 58 U. S. Workers
Two Groups of Army Unit are Expected
To Leave Bowman Before First of Year

Louisville will lose a $333,000 annual payroll when the light-aviation section and heavy-maintenance ship of the Kentucky Army National Guard is moved from Bowman Field to Frankfort.

The move, expected before the first of the year, will involve transfer of 58 federally paid civilian employees, said Col. Dewey B. Pate, state maintenance officer for the Kentucky Army guard.

Mayor Broaddus said he will confer with Maj. Gen. J. J. B. Williams, State adjutant general, by telephone to see if the transfer could be called off.

"We certainly want to keep it here if possible," he said.

Probably Will Move in December

The aviation section, with 12 light airplanes and one helicopter, will go to Frankfort's Capitol City Airport in October. The section has eight civilian mechanics.

The maintenance shop with its 50 employees will move about December into facilities being erected near the Frankfort airport, Pate said.

Lt. Col. Taylor L. Davidson, assistant adjutant general in Frankfort, announced the move as being in line with guard policy to centralize all maintenance activity.

Supply and maintenance were in Frankfort before World War II, but the later growth of operations left the guard without adequate facilities there, according to Davidson. Bowman Field facilities were leased on a temporary basis.

"Permanent facilities had to be built somewhere to maintain Army planes, vehicles, and equipment, and Frankfort, with its new airport, is the logical place," Davidson said.

Louisville pilots who fly Army guard planes here will not be affected. Planes will be made available to them here, Pate said.

The moves will have no effect on the Kentucky Air National Guard, which will continue to fly its jets from Standiford Field.

On 25 October 1962 Adjutant General Arthur Y. Lloyd published General Order Number 25 naming Frankfort's National Guard Center. Evidently up to that point it had not had a formal name. The order states it was designated as Boone National Guard Center in honor of Colonel Daniel Boone of the Kentucky Militia. The order listed the facilities on Boone National Guard Center at the time: Office of the USP&FO for Kentucky; Combined Field Maintenance Shop; Army Aviation Maintenance Shop; Frankfort National Guard Armory; Facilities Maintenance Shop and the Veterans Division Building, Military Department.

Quick thinking by four Kentucky Guard members saved the pilots life when this L-19A crashed at Fort Knox in April 1960. The soldiers were awarded the Kentucky Medal for Valor

Until 30 April 1954 the Adjutant General's office was in the basement of the Capitol in Room 42 directly below the Governor's Office with a private stairwell between the two offices allowing the Adjutant General to confer privately with the Governor when necessary. It then moved to the "Old Capitol." The Adjutant General's office was moved to the "Tower" in the 1970s and did not move to Boone National Guard Center until 1974 when the Emergency Operations Center building was completed.

The trail goes cold for Kentucky Army National Guard fixed wing information for long periods. The next documentation that appears is a November 18, 1958 roster of maintenance personnel. The Army Aviation Maintenance Section at the Capitol City Airport listed: John I. Faulkenberry; Kelly B. McGary; Leonard H. Shouse; William F. Berry; William H. Canon; and Ray D. Boyd. Olan L. Mcgregor was listed as working at Blue Grass Field and Walter Mundy was listed as working at Bowman Field.

In 1959 the new Army Aviation Maintenance hangar was completed at Capital City Airport and all the Kentucky National Guard aviation support was consolidated to Frankfort.

Flight in the Kentucky Army Guard was not without incident. In February 1960, a pilot mistook snow plowed along the edge of the runway in Somerset as the centerline and damaged his aircraft attempting to land.

Kentucky Medal for Valor

In April 1960 an L-19 crashed at Ft Knox. The pilot's boot was trapped and he could not exit the aircraft. Four Kentucky Army Guard members were awarded the Kentucky Medal for Valor for their efforts in rescuing the pilot from the crashed and burning aircraft. Their citations follow.

> Specialist Fifth Class Dean LeRoy Wuchterl, Headquarters and Headquarters Battery, 1st Howitzer Battalion, 138th Field Artillery was a passenger in the aircraft and was able to free himself and aid in the rescue of the trapped pilot. After freeing himself he found that the pilot's foot was pinned in the burning aircraft and with the aid of another soldier (SP4 Liter) was able to loose the pilot's boot and free his foot and then move the injured pilot to a safe distance from the burning plane. While aiding in releasing the pinned pilot he found the plane's fire extinguisher and aided in keeping the fire from reaching the pilot. Although SP5 Wuchterl was a passenger in the crashed plane he remained very calm and was instrumental in saving the pilot's life. He remained with the burning aircraft without regard for his personal safety while the pilot was removed knowing that at any time the burning gas tanks of the plane might explode.

> Specialist Fourth Class Eugene Herman Liter Headquarters and Headquarters Battery, 1st Howitzer Battalion, 138th Field Artillery also received the Kentucky Medal for Valor for his efforts in aiding in the rescue of the pilot without regard to his own personal safety. SP4 Liter entered the pilot compartment and aided the trapped pilot in disengaging his foot that was pinned in the already burning wreckage. After aiding in moving the injured pilot to a safe distance he attempted with a fire extinguisher to put out the fire in the burning plane. SP4

Liter's deed was one of personal bravery and one without regard for his personal safety, above and beyond the call of duty. His act of courage was instrumental in saving the pilot's life.

23 April 1960 SGT HUGO MUELLER Battery A 1st Howitzer Battalion, 138th Field Artillery Kentucky Army National Guard Buechel, Kentucky SGT Mueller was some distance from a crashed and burning aircraft on 23 April 1960. He first ordered some of his men to get and bring fire extinguishers. He then ran to the crash and seeing that he could not help on the right side of the aircraft because there were already some men there trying to remove the pinned pilot, proceeded to the left side. With the aid of his helmet liner he broke out the windshield of the burning aircraft and with a soft cap found in the plane was trying to beat out the flame s to keep them from reaching the trapped pilot. As soon as the pilot was removed and seeing he could do nothing else to help, he ordered his men to move back a safe distance from the burning aircraft. Because of his quick thinking and action and without regard for his personal safety he was instrumental in aiding the rescue of the pilot from the burning aircraft.

23 April 1960 SFC JOSEPH JAMES LORD Battery A 1st Howitzer Battalion, 138th Field Artillery Kentucky Army National Guard Buechel, Kentucky SFC Lord was some distance from a crashed and burning aircraft on 23 April 1960, but without regard for his personal safety and not knowing when the burning tanks of the aircraft might explode, ran to the crash and aided in releasing the pinned pilot from the aircraft. He helped the other men that were able to reach into the pilot's compartment in getting the pilot's pinned foot free and to carry him to a safe distance. SFC Lord's act was one of courage and valor above and beyond the ordinary call of duty.

Army Aviation Section members pose in front of completed L-20 aircraft after first test flight. They are from left, Major Faulkenberry, MSGT Barker, SP4 Kirk, SFC Berry, SFC McGary, MSGT McGregor, SP4 Mundy, SP4 Shouse, SP5 Canon and SP5 Walters. Courtesv KYNG E-Museum.

In April 1960, an L-20A was damaged during landing and the pilot reported that a gust of wind pushed one wing up pushing the other into the ground and into a tree. National Guard Bureau totaled the aircraft. But the Kentucky Guard pleaded its case and eventually was allowed to rebuild the aircraft.

On 15 June 1961 the L-20 / U-6 / DeHaviland Beaver rebuilt by the maintenance section passed its test flight with Major John Faulkenberry at the controls. After a thorough inspection of the craft by personnel of the New Cumberland Depot located in Harrisburg, Pennsylvania, Aviation Section members received with a grin the report. “No adjustments required.”

Members of the Army Aviation Section who had a part in the rebuilding project which is normally performed only by Depot Maintenance were Major John I. Faulkenberry, MSGT Olan L. MCGregor, MSGT Kelly Barker, Jr., SFC William F. Berry, SFC Kelly B. McGary, SP5 William H. Canon, SP5 Robert W. Walters, SP4 Walter P. Mundy and SP4 Leonard H. Shouse.[90]

“Handle with care…”

The individual pride of all these members shows up on the instrument panel of the plane where you will find posted a card stating: “THIS AIRCRAFT BUILT 22 NOV 1956 BY DeHAVILAND AIRCRAFT CORPORATION, ONTARIO, CANADA. REBUILT 15 JUN 1961 BY KY ARNG AVIATION MAINTENANCE SHOP FRANKFORT, KENTUCKY” “HANDLE WITH CARE”

The XXIII Corps Artillery Aviation Detachment (Provisional) was organized in November 1961 and consisted of all aviation sections of units within the State.

The Kentucky Guard is often called on for state active duty including the use of its aviation assets. For example, on August 7, 1962 the Guard was called out to aid in the search for a missing civilian aircraft. The aircraft was reported missing on July 29th. CPT Billy M. Hedges CPT David F Fleming SP5 William H. Canon Jr. and SP4 Leonard H. Shouse answered the call with a helicopter, and an L-19 and went to aid the search in eastern Kentucky. The missing aircraft was finally spotted on August 10th crashed into the side of a mountain near Kite, Kentucky about 16 miles North West of Hazard. Unfortunately there were no survivors. [91]

In March 1966 the Army Airmobile concept and a new unit were added to the Kentucky Army National Guard. Battery F (Aviation, Corps Artillery), 138th Field Artillery, structure included fixed wing and rotary wing aircraft. The addition of this unit necessitated withdrawing aviation augmentations of all artillery units within the state with subsequent reassignment to Battery F in Frankfort.

In 1971 the Kentucky National Guard Army Aviation moved into its new home on Boone National Guard Center. The Army Aviation Support Facility (AASF) is still in use today. The main block of the building was dedicated in 1974. The building is composed of a large, two-and-a-half story airplane/helicopter hangar with two, two-story wings on either end. The hangar is constructed of brick, with bands of windows running along the top of the building. The walls on either end of the building are actually metal doors that slide open to allow access for the helicopters. Contained in the two wings of the building are many work rooms, storage areas, and offices. Two additions to the

main hangar were added in 1974-75, and a hangar extension was constructed in 1978. The extension doubled the size of the original hangar.

The Kentucky National Guard Army Aviation Support Facility hangar was named in memory of COL David F. Fleming in a ceremony on May 20, 2000.

According to information provided by CW5 (R) Ed Tatlock, in the spring of 1987 there were four T-42 Barons assigned to the 140th Signal Detachment in Frankfort, KY. According to the 1989-90 Annual Report the three T-42A fixed wing aircraft were used for transition and continuation training, courier missions and personnel transport. He states that the first Baron 65-12693 was received from the Arizona Guard. Col Tom Quisenberry, SFC George McMakin, and CW3 Ed Tatlock picked the aircraft up in Arizona and flew it back to the AASF in Frankfort, KY. The second T-42, 65-12698, was received from the Wyoming Army National Guard. CW3 Turner and CW3 Ed Tatlock picked that aircraft up from Cheyenne, Wyoming in the spring of 1987. The third and forth T-42s (65-12727 and 65-12679) were picked up from the Maryland Army National Guard. Col Fleming flew Col Quisenberry, George McMakin, and CW3 Ed Tatlock, in the U-3, to the Maryland Army Aviation Support Facility and they flew them back to Frankfort also in the spring of 1987.

According to CW5 (R) Ed Tatlock Aircraft 65-12679 was a historical aircraft. It was the first T-42 purchased for the U.S. Army Fixed Wing Training program. It had an 8-digit transponder, which was unusual. All transponders in the later aircraft were 7 digits. He said that KYNG tried to give that airplane to the museum at FT Rucker, AL, but they did not want it. It was picked up by a person from the Pensacola, FL Navy museum and flown there for rework and display. CW5 (RET) Ed Tatlock thinks all the T-42s were gone by the spring of 1992. Along with all other reciprocating engine fixed wing in the U.S. Army inventory.

The Operation Support Airlift (OSA) Command, created in federal fiscal year 1992, combined Active and Reserve Component OSA operations, began the retirement of non-standard aircraft (T-42, U-8, U-21), and started the modernization of the remaining fleet of C-12, C-20, C-21 and C-26 airplanes. In June 1993 the Chief of Staff of the Army gave the continental United States (CONUS) OSA mission to the Army National Guard.[92]

Tatlock offered further that the U-3, 60-6072 was taken out of service in the fall of 1989. He stated that the Kentucky Army National Guard picked up a U-21, 67-18097, from the New Mexico, Army National Guard sometime near August of 1989. It was assigned to the Kentucky State Area Command (STARC) as a command and support airplane. Col Quisenberry, and CW5 (RET) Ed Tatlock flew it back from the AASF in Santa Fe, NM. (George McMakin or Harry Rice may have accompanied). The Annual Report for 1989-90 states that the U-21 fixed wing entered the Kentucky inventory in November 1989.

Tatlock also recalled that in 1989 or 1990 the U-3 was picked up by someone from New York and flown there for a flying club aircraft.

The C-12F, 84-0485, now assigned to Det11 OSA Fixed Wing Detachment in the KY Army National Guard, Frankfort, KY was transferred from the Kentucky Air Guard on April 28, 1994. Tatlock flew the aircraft back to Frankfort with CW4 James Tharpe on loan from the Fixed Wing School at Clarksburg, WV to ferry the aircraft to Frankfort. 84-0485 has never been assigned to any other State. The Kentucky Air Guard received that aircraft, new, as a support airplane, until they received the C-130s. Then it was turned over to The Kentucky Army National Guard for the Kentucky Operational Support Airlift Detachment Unit aircraft.

In February or March 1988 the U-3B twin engine Cessna was retired.[93]

New Aircraft & New Mission

In April 1997 the Kentucky National Guard took delivery of the first of two twin-engine C-23 Sherpa tactical transport. The Sherpa is capable of transporting more than 7,000 lbs of equipment or 30 fully equipped soldiers, the Sherpa was assigned to Detachment 3, Company H, 171st Aviation, based at Boone National Guard Center.

The new mission for the Kentucky Army Guard would be transporting personnel, supplies and equipment, parachute operations and backup aeromedical evacuations. The aircraft are now part of the Operational Support Airlift command in Kentucky.

According to CW5 (R) William Preston, the Sherpa unit was originally designated as Detachment 3, H Company of the 244th Aviation and was formed in Oct 1995. Preston continued that he was the first person assigned to the unit and CW4 Gary Duggins was the second with SFC Lonnie Phillips the third. Preston said that the unit designation changed to Detachment 3, H Company of the 171st but he gave no date. Preston said that CW4 Duggins and he graduated from the C-23 qualification course in January 1996. The training that had originally started in August of 1995 but was interrupted because of a shutdown related to the federal budget causing a temporary halt to training. According to Preston the personnel assigned in 1997 were the following: Pilots: William E. Preston, Dale L. Chrisenberry, Gary L. Duggins and Kenneth J. Long. The Platoon Sergeant at that time was Earl A. Gavitt. The Crew Chiefs at that time were Mark A Atkins, Jonathan B. Strayer and Michael Seehy.[94]

SFC Lonnie Phillips recalled that the first plane (88-1868) was picked up form the Maryland C-23 unit in either June or July (1996). He recalled that the second plane was picked in either November or December that same year from Clarksburg (West Virginia). Kevin McPherson joined the unit shortly after that. Phillips stated that the first mission was flown to Lee C. Fines airport (Kaiser Lake Ozark, MO, USA). He also recalled that Delynn Gibson was part of the unit for a time and Earl Gavitt joined the unit sometime in 1997. He stated that Harmon Cross also supported the detachment when he was available.[95]

During Fiscal year 2001-2003, the OSA C-12F and C-23B fixed wing aircraft assigned to Kentucky supported numerous customers by flying them to various points in and out of the continental United States. Det. 11 OSA was JOSAC unit of the year in 1999 under the command of CW5 Nelson E. Tatlock. For the second time in two years Detachment 11, OSA received recognition as the Joint Operations Support Airlift Command (JOSAC) Unit Of The Quarter (4th Qtr 2000 and 1st Qtr 2002). This award is presented to the unit judged as providing the best service to its customers and that exceeds Department of the Army Standards in all functional areas. Detachment 11 was recognized for exceeding DA Standards for Mission Readiness for twenty four consecutive months by achieving a 95% Operational Readiness rate while flying 150% of their flying hour program and having no Class A, B, C, or D accidents. This unit also provided Instructor Pilots to other states and to OSA for evaluation and

qualification in C-12T3. It also provided instructor pilots and instrument examiners to the FWAATS to teach the initial instrument examiners course. In addition, Detachment 11 was one of the few units tasked to support September 11th disaster relief efforts immediately following the attack when the rest of the country's aviation civil and military fleet was grounded. Detachment 11 maintains a high degree of customer satisfaction that is recognized nationwide.

During this period Detachment 3, H Company, 171st AV was instrumental in supporting DOD units nationwide and in the SOUTHCOM Area of Operations. When the Army's AH-64 (Apache) fleet was grounded world wide in FY 01 this C-23 unit flew over 300 main transmission modules to units needing them to get their aircraft flyable. This represented nearly 80% of the transmission modules moved during that period. Following the September 11th attacks, Detachment 3 provided considerable support to Ft. Campbell, KY and to the 160th Special Operations Aviation Regiment (SOAR) while they prepared for deployment to Afghanistan. This unit flew 207 hours in the six weeks immediately following the September 11th attacks. In addition, the aircrew members of Detachment 3 kept Kentucky aviation units in Central America supplied by conducting several logistic support missions to that area of operations from January to May 2002. Detachment 3, H Company 171st AV also supports several Special Operations units nation wide in HALO parachute operations and maintains a high degree of customer satisfaction that is recognized nationwide.

From 1 October 2003 to 21 March 2004, Detachment 11, Operational Support Airlift Command (OSACOM) flew 330 hours in support of state and federal missions and over 30 hours for training. Missions included support to numerous dignitaries, distinguished visitors, and high-ranking officers. Many of these flights were to Guantanamo Bay, Cuba and other areas in Central and South America in support of Operations New Horizons and Operation Enduring Freedom (OEF).

On 21 March 2004, Detachment 11, OSA was deployed in support of Operation Enduring Freedom as part of the Global War on Terrorism. The unit was initially assigned to the 10th Mountain Infantry Division, which was later replaced, by the 25th Aviation Brigade, 25th Infantry

Division (Light), Bagram Air Base, Afghanistan. During this deployment Detachment 11, supported the Combined Joint Task Force–76 (CJTF-76), Combined Forces Command–Afghanistan (CFC-A), and Central Command (CENTCOM) with operational airlift support during combat operations in the Afghanistan Area of Responsibility (AOR), Uzbekistan, and Pakistan. Deploying eight personnel (six pilots and two flight operations specialists) and associated equipment, Detachment 11 successfully relieved Detachment 28 OSA from West Virginia, supporting combat operations within 72 hours of arrival in the Afghanistan AOR. Between 1 April 2004 and 31 August 2004 the detachment flew in excess of 600 hours in a combat zone, transported over 1200 passengers, and 27,380 pounds of equipment. These missions were flown in areas without Instrument Flight Rules (IFR) facilities and often under marginal weather conditions in mountainous terrain.

During their tour in Afghanistan, the crews of Detachment 11 developed and implemented Tactics, Techniques, and Procedures (TTPs) to mitigate the lack of Aircraft Survivability equipment (ASE) on their assigned aircraft. These TTPs ensured the avoidance of potential threats in the AOR. The detachment flew almost 400 sorties in support of combat operations. Only six sorties were cancelled due to weather. Every mission request that was assigned to the detachment was flown. These missions included transport of Field Surgical Teams, high-level Afghanistan officials for meetings with Afghanistan President, Hamid Karzai, and transport of US Army Air Traffic Controllers into remote areas.

Facing many obstacles upon arrival in theater, the detachment increased their operational readiness status from 50% to 85% without a prescribed load list (PLL) on site. More importantly, the detachment decreased its 'down-time' due to supply and maintenance from 26% and 24%, respectively, to 8% and 7%. This increase in readiness greatly enhanced the mission success rate of the detachment and supported units, as well as increased the ability of CJTF-76 to react to immediate requirements throughout the CJOA.

Detachment 11's impact on the 25th Infantry Division (Light), CJTF-76, CENTCOM, and CFC-A was immeasurable. Detachment 11 remained deployed in Afghanistan through the end of FY04, returning to home station in Frankfort, KY on 20 October 2004. Because of their actions the unit was nominated by the Commander, CJTF-76 for the U.S. Army Meritorious Unit Commendation and the Army Aviation Association of America (AAAA) Army Aviation Fixed Wing Unit of the Year award. Detachment 11, OSA was commanded by CW4 Delynn H. Gibson.

On 10 Dec 03 Detachment 3, H Company, 171st AV was mobilized in support of Operation Iraqi Freedom and remained in the combat theater throughout FY04. All detachments of the company merged together and conducted operations from the airbase in Balad, Iraq. During this deployment the Sherpa proved itself as real workhorse in this theater. It moved critical supplies such as blood, repair parts and ammunition to any facility with an airstrip large enough to accommodate the heavily

laden aircraft. During the first six months of the deployment, H Company moved approximately a half million tons of cargo a month and had already ferried over 9,000 soldiers throughout the theater. Many missions were critical to the units that were supported such as moving 200 pounds of blood to Mosul in two hours on one occasion. In July 2004, with only a day's notice, the company raced blood and ammunition to Fallujah to replenish Marines fighting insurgents there. While in Iraq, H Company pilots and crewmembers adapted to new flight techniques such as fast low level flying (100 feet Above Ground Level or less) in order to reduce their vulnerability to threat weapons systems.

Detachment 11 Operational Support Airlift (OSA) commanded by CW5 Delynn Gibson, returned to Frankfort, KY from supporting OEF 4/5 on 17 October 2004. The detachment flew in excess 650 hours in a combat zone, transported 1306 passengers, and 49,145 pounds of cargo. These missions were flown in areas without Instrument Flight Rules (IFR) facilities and often under marginal weather conditions in mountainous terrain. All aviators received the Air Medal for missions flown in a combat zone and all personnel in the detachment were awarded the Global War on Terrorism Expeditionary Medal (GWOTEM). Some personnel were awarded the Armed Forces Reserve Medal for the first time. Both Non Commissioned Officers (NCO's) received Army Commendation Medals (ARCOM's) for the excellent service they provided in scheduling and ground support.

Indicative of today's world affairs, there was very little downtime for the detachment. The unit returned to Frankfort with many requirements. Detachment 11 OSA's C-12 King Air underwent major modifications while the unit was deployed. After completion of the airframe condition inspection (ACI) in Greeneville S.C., it was upgraded with state of the art avionics. These upgrades required all personnel to become qualified in the re-designation of the airframe. It was re-designated from a C-12T3 to a C-12U model. The qualification training consisted of a minimum of 4 hours proficiency based flight time and a written operator's examination.

The summer brought on many missions. The highlight of the summer was a deployment to the Caribbean and South America. This was in support of classified operations conducted to support the war on drugs. Due to the sensitivity and the classification of the mission no further details can be provided. Unit members spent up to 30 days deployed and flew over 58 hours in support of this operation. Supported personnel were appreciative of the service provided and Detachment 11 was asked to support this mission again in the near future.

In August 2005 hurricanes ravaged the Southern states and the call once again came to Detachment 11 OSA for support. Detachment 11 unit members and contract maintenance support deployed to Louisiana for 30 days in support of Hurricane Katrina (within 5 hours of receiving the alert order). Key personnel and supplies involved in the rescue and recovery attempt were transported to New Orleans, La. and Gulfport, Mississippi.

During this period Detachment 3, H Company, 171st AV commanded by CW4 Dale Quisenberry, returned from Operation Iraqi Freedom (OIF) 03-04 in February 2005. The unit was based at the Balad Airfield in Iraq. While they were deployed Det 3, H Co assisted in the movement of 21,000 personnel, 5,100,000 lbs of cargo and logged over 1350 hrs of flight time. They flew over the entire country of Iraq employing low level flying techniques which had never been conducted before in the C-23. The unit left both aircraft in Iraq upon redeployment to home station. In March and April the unit picked up two replacement aircraft (one from Alaska and one from South Dakota). Since that time, the unit has continued to support both state and federal missions logging over 130 hrs of flight time. Later in the year, when hurricane Rita ravaged the Southern states, the call once again came to Det 3, H Co for support. The unit deployed to Louisiana and Texas for 15 days in support of various missions for government agencies.[96]

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Annex Table of Contents

Kentucky National Guard members surrounding a signal corps plane during the Mexican punitive expedition from the Cheshire collection at the Kentucky Historical Society.

Fixed Wing and Rotary Wing Pilots, Mechanics and AASF Personnel

Lastname	Firstname	Middle	Rank	Position	Unit
Ackerman	Richard		CW4	Pilot	
Adams	Kim			Pilot	
Adams	Steven	D	CW2	Pilot	
Adams III	Benjamin	F	COL	Pilot	AASF Commander
Addams	Abe	E	CW4	Pilot	441st
Addington	Kenneth	H	MSG	Mechanic	Army Advisor
Adkins	Lat	G.	CW3	Pilot	
Agee	Gerald	T	SGT	Mechanic	2113th
Alexander	Harry		LTC	Pilot	23rd Corps Arty
Alford	Glenn	C.	CW2	Pilot	
Alpiger	Walter	E	SGT	Mechanic	149th
Alsup	Rodney	G.	MAJ	Pilot	
Anderson	Bobby	G.	MSG		2113th TAMC
Arnett	Larry	L.	COL	Pilot	
Atkins	Mark	A.		Crew Chief	
Augest	Bob	A	CPT	Pilot	
Austin	David	L.	CW2	Pilot	
Austin	Larry	K.	CW2	Pilot	
Bailey	Lloyd	B.	MAJ	Pilot	
Bailey	Ronald	G.	SGT	Mechainic Elec	2113th Maint
Baker	Jim		SP5	Mechanic	2113th
Baker	Robert	A.	CSM		
Barker	Kelly		CSM	Operations	AASF Operations
Barker	Raymon	V	CW3	Mechanic	2113th Maint
Barrier	Aaron	T	CPT	Pilot	

Basham	Eldon	O	CPT	Pilot	198th FA Bn Hq
Basham	Richard	D.	2LT	Pilot	1155th
Bates	Charles	S.	WO1	Pilot	
Beghtol	Alan	L.		Pilot	
Begley	Martin	G.	SGT	Mechanic	2113th Maint
Bennett	Thomas	S	SGT	Mechanic	
Berry	Ephraim	Alexius	MAJ	Aviator	623rd FA Bn HQ
Berry	William	F	SSG	Mechanic	2113th
Black	William		E-4	Mechanic	640th Obersvation Bn
Bolen	Kim		CW5	Pilot	Co C 42nd Avn Bn
Bowers	George	W	T/4	Mechanic	HHC 149th Inf
Bowling	Stephen				
Bowman	Lonnie	D	SGT	Mechanic	441st
Boyd Sr	Ray	D	CSM	Supply	
Brandenburg	Ronald	G	SFC	Mechanic	2113th
Branscum	Ricky	W	COL	Pilot	
Brewer	Kenneth	D.	SGT	Mechanic	2113th
Brewster	Jerry	V	MAJ	Pilot	
Brown	Barry	S.	CW3	Pilot	
Brown	Charlie			Pilot	
Brown	Douglas	E.	1LT		
Brown	Heyward	G.	CPT	Pilot	
Brown	Lee	C	CW2	Pilot	Co C 42nd Avn Bn
Brown Sr	James	W.	SGM	Mechanic	
Browning	Charles	L.	CW2	Pilot	
Bryant	Eugene	C	1LT	Pilot	441st FA BN Hq

Bryant	Mideeal		CW2	Pilot	
Burns	Vernon	J.	CW2	Pilot	
Burris	Lee	R.		Pilot	
Cable	Donald	R.	SGT	Operations	441st
Canon Jr	William	Harold	CW4	Mechanic	640th Obersvation Bn
Cantrell	Vernon	L.	SFC	Mechanic	2113th
Carey	James	E.	CW4	Pilot	
Carney	Robert	S	SFC	Supply Avn	441st
Carroll	Gerald	A.	CW4	Pilot	
Carter	Ben	W.		Mechanic	2113th
Cartwright	Glenn	A		Mechanic	
Case	Jerry	R.	MAJ	Pilot	
Casper II	Edwin	G	CW2	Pilot	
Caudle	James	A.	SGT	Mechanic	
Cecil	John	L.	1LT	Liasion Pilot	138th FA Grp
Chanley	James	L.	CW4	Pilot	Det. 11 OSA
Chrisenberry	Dale	L.		Pilot	
Christopher	Raymond	L.	CW3	Pilot	
Chula	Mark	D.	WO1	Pilot	
Churgovich	Dennis		CW3	Pilot	
Claypool	Berry		SGT	Mechanic	149th Armor
Clements	Mark	A.	CW4	Pilot	
Cline	James	M.	CW4	Pilot	
Colles	Raymond	B.	CW2	Pilot	
Collins	Bobby		SGT	Mechanic Elec	
Columbia	Donald	L.	SP5	Mechanic	640th Obersvation Bn

Connerley	James	J.	MAJ	Pilot	COC 42nd Avn BN
Cooper	Bobby	J	MSG	1SG	2113th TAMC F Co 135th AV
Cotton	Bruce		SGT	Mechanic	
Cox	Albert	B	SGT	Mechanic	
Craig	Kenneth	R.	SFC	Mechanic	
Cross	Harmon	D	MSG	Mechanic	
Crothers	Orville	L.	2LT	Liasion Pilot	138th FA BN HHB
Crouse	William	C	CPT	Pilot	2113th
Curtis	Robert	F.	CW2	Pilot	2113th
Denbeau	Joseph	H.	CW2	Pilot	
Diemer	Gerald	D	SGT	Operations	
Dodson	Bill			Pilot	
Dodson	Larry	L.	SGT	Mechanic	
Dooley	Donald	L.	SP5	Mechanic	
Doyle	Charlie	P.	CW2	Pilot	
Drake II	James	M	COL	Pilot	
Drury	Larry	W.	SSG		2113th TAMC
Duerr	James	T.	CPT	Pilot	2113th
Duggins	Gary	L.	CW4	Pilot	
Duppstadt	Larry	D.	CW2	Pilot	
Dupvis	Bruce	E.	CPT	Pilot	
Edgington	Byron	H.	CW3	Pilot	
Elliott	Todd		SGT	Mechanic	
Elliott	William	G.	CW2	Pilot	441st
Erwin	John	M	PFC	Mechanic	
Erwin	William	Paul	1LT	Pilot	201st Combat EN Bn Hq

Estill	James	A.	SP5	Mechanic	470th Med Det
Fallis	John	F	SGT	Mechanic	
Faulkenberry	John	Isham	1LT	Liasion Pilot	138th FA Bn AASF Cmdr
Fleming	David	F	COL	Pilot	AASF Commander
Fleming	Ross	T.	LTC	Pilot	
Flynn	James		SGT	Mechanic	
Forster	Karl	M	CW2	Pilot	
Fox, Jr.	William	I	COL	Pilot	
Frazier	James	E.	CPT	Pilot	
Fulcher	James	W.	CW2	Pilot	
Gabhart	Shawn	D.	CW3	Pilot	Det. 3 H. Co. 171st AVN
Gajdik	Stanley	J	CPT	Pilot	23rd Corps Arty
Gale	Coburn		SP5	Mechanic	2113th
Garrison	Raymond	E.	CW2	Pilot	441st Med Det
Gassler	Richard		CW2		
Gavitt	Earl	A.		Plt Sgt	
Gibson	Delynn	H.	CW5	Pilot	Det. 11 OSA
Gibson	William	M	LTC	Pilot	23rd Corps Arty
Gilbert	Barry	E.	1LT		
Gilbert	William	C.	CW3		
Gillman Jr	John	N	CPT	Pilot	23rd Corps Arty
Goin	Willoughby	Sandy	LTC	Pilot	2113th
Gooch	Richard	W.	SGT	Mechanic	2113th
Goodman	Lanita		CPT	Pilot	
Goodwin	Ronald	G.	CW2	Pilot	HHD
Gordon	Fred		SGT	Supply Avn	C Company

Graham	William		CPT	Pilot	640th Obersvation Bn
Graves	James	F	COL	Pilot	
Green	Roger	C	COL	Pilot	
Gresham	Jerry	L.	CW2	Pilot	
Groshong	Tedd		CPT		
Hackett	Richard	A.	SGT	Mechanic	2113th
Hall	Ronald	E.	CW2		
Halverson	Richard	C.	CW2	Pilot	
Hamilton	Harvey	E	LTC	Pilot	138th FA BN
Hancock	Frank	Edwin	1LT	Liasion Pilot	138th FA Bn
Harner	Jim		1LT	Pilot	
Harris	Stephen	M.	CPT	Pilot	
Hassman	Rick		CW4	Pilot	Det 1, 1155th AV Maint
Hatter	Charles	L.	SGT		Det 1, 1155th
Hayes	Harold	J	1LT	Pilot	149th Armor
Hedges	Billy	Milton	2LT	Pilot	149th Inf HHC
Helm	George	D	SGT	Mechanic	
Hendrick	Carla	K	SGT	Mechanic Operations	
Hensley	Daryl	S.	CW2	Pilot	
Herron	Phillip	D.	1LT	Pilot	
Herron	Richard	D.	CW2	Pilot	
Hicks	Paul	E.	MAJ	Pilot	F Co
Hillard	David	L.	SGT	Supply Avn	
Hillard	Don		SGT	Mechanic	2113th
Hillard	Rodney	G.	CPT	Pilot	

Hines	Hobart		CPT	Pilot	149th Armor
Hockensmith	John	G.		Mechanic	
Hodges	Glen	L.	1LT	Pilot	149th RCT HHC
Hoover	Lloyd	D.	1LT	Pilot	
Houchens Jr	Harry	W	COL	Pilot	
Howard	Gerald	V.	COL	Pilot	
Howell, Jr.	George	H.	CPT	Army Advisor	Aviation
Huffaker	Eric	L.	SGT	Mechanic	
Huffman			SFC	Mechanic	Army Advisor
Humphrey	James	F	LTC	Pilot	Armor
Hutcherson	Gerald	T.	SP5	Mechanic	441st
Inman	Jackie	D.	SGT		Det 1, 1155th
Jenkins	Garry		SGT	Mechanic Elec	
Johnson	David	A.	CPT	Pilot	470th Med Det
Johnson	Richard	L.	2LT	Pilot	198th FA Bn Hq
Johnson	Wesley	W.	CPT	Pilot	Training Officer 2113th
Jones	B		CW2	Pilot	
Jones	David		SGT		
Jones	Gerald	M.	1LT	Pilot	
Keller	John	C.	CW2	Pilot	
Kelley	Lee	W.	CW3	Pilot	
Kelly	Lawrence	Bertrand	2LT	Liasion Pilot	138th FA Grp / 452nd FA Bn
Killian	Carolynn		CPT	Pilot	1155th
King	James	E.	MAJ	Pilot	
Kinnaird	Eugene	F	COL	Pilot	441st FA BN Hq
Kirk	Billy			Mechanic	

Kirk	Wilbur	R	CW3	Mechanic	
Kirkpatrick	Kenneth		SFC		2113th TAMC
Knight	Darrell	S.	CW4	Pilot	Det. 11 OSA
Lackey	Carla	L.	CW3	Pilot	
Lameier	Larry	J.	SGT	Mechanic	C Company
Lancaster	Daniel	J	SGT	Mechanic	441st
Lancaster	Mark		SGT	Mechanic	441st
Lane	Luther		SGT	Supply	1155th
Lassiter	Gary	R.	LTC	Army Avn Adv	Pilot
Lathrem	Harold	Mason	1LT	Pilot	441st FA BN Hq
Lawrence	Duard		SSG	Mechanic	138th FA Bn
Lee	Frederick	A.		Mechanic	
Leffell III	George	H.	SGT	Mechanic	2113th
Leigh	Melvin	A.	SGT	Mechanic	C Company
Lemaster	James	C.	LTC	Pilot	
Lickliter	Bland	D.	SGT	Mechanic	2113th
Lindsay	Patrick	A.	CW2		
List	Louis	W.	CW3		
Liter	Eugene	H.	SP4	Mechanic	HHB 138th FA Bn
Livingston	Donald	E.	CW4	Pilot	
Long	Kenneth	J.	CW4	Pilot	
Lucas	John	R.	CW2	Pilot	
Lusk	Everett	S	LTC	Pilot	
Lyen	Benjamin			Pilot	441st
Marshall	Harold		1LT	Pilot	
Martins	Berry	L.	CW2	Pilot	Armor

Martins	Stanley	W.	SGT	Operations	STARC
Mason Jr	Dudley		1LT	Pilot	149th Inf HHC
Mattingly	Joseph	E.	CW2	Pilot	Det. 11 OSA
McClure	Michael	W.	CW2	Pilot	
McCrocklin	James	Ambrose	1LT	Liasion Pilot	138th Field Artillery Group
McDaniel	Arthur	D.	WO1		Det 1, 1155th
McDaniel	Ronald	J.	CPT	Pilot	
McDaniel Jr	James	W	CW3	Mechanic	640th Obersvation Bn
McDonald	Kenneth		CPT	Pilot	718th CSAC
McDonald	Suzanne		SGT	Production Control	2113th
McFadden Jr	Roy	L.	CPT	Pilot	
McGary	Kelly	B	MSG	Mechanic	138th FA Grp
McGregor	Olan	L.	SGT	Mechanic	441st FA BN
McMakin	George	E.	SGT	Mechanic	2113th
McMakin Sr	George		CW	Pilot	
McMillin	Willace	C.	E-3	Mechanic	640th Obersvation Bn
McPherson	Kevin				
McQueen	Tracy	W	SGT	Mechanic Elec	2113th
McVey	Steven	A.	CPT	Pilot	
Meador	Keith	E	SGT	Supply Avn	
Meggett	Dennis	G.	CW2	Pilot	
Mendelsohn	Cary		CW3	Pilot	
Michael	James	B.		Pilot	
Michael	Seehy			Crew Chief	
Michaels	Jim			Pilot	
Mickles	James	B.	CW4	Pilot	

Miller	Kenneth		1LT	Pilot	
Miller	Phillip	K.	COL	Medic / Crew Chief	470th Med Det
Mires	Larry	K.	2LT	Pilot	
Moore	Allen		1LT	Pilot	23rd Corps Arty
Morefield	Raymond		SP5	Mechanic	640th Obersvation Bn
Moreland	Stephen	E.	CPT	Pilot	
Morganti	Marc	E	SGT	Mechanic	
Morrison	William D. "Buddy"		MSG	1SG	2113th
Mosley	Albert	L.	SGT	Mechanic	2113th
Mundy	Walter	P	SGT	Mechainic	138th
Neal	Melvin	E	T/5	Mechanic	HHB 623rd FA Bn
Nelson	Ray	A.	COL		
Nesselrode	Richard	E.	SSG		Det 1 1155th
Newby	Mark		SGT	Mechanic	
Nilsson	Emil	O	CW3	Pilot	
Nutter	Raymond	T	LTC	Pilot	
Odom	James	E	SGT	Mechanic Elec	
Orias	Larry		SGT	Operations	
Osborn	John	M.	CW5	Pilot	
Osborne	Charles	E.	2LT		
Owens	Bruce	E.	MSG		
Palmer	Charles		SGT	Supply Avn	
Parris	Stephen	M.	CW2	Pilot	149th
Parrish	Harold	B.	MSG	1SG	Det 1 1155th
Peach	George	L.	SFC		2113 TAMC
Pendergrass	Joseph	H.		Pilot	

Penn	Ronald	H.	SGT	Mechanic	
Peterson	Grant	H.	CW3	Pilot	
Phillips	Curtis	L.	CW3	Pilot	
Phillips	George	E.	MAJ	Pilot	
Phillips	Lonnie		SFC	Mechanic	
Pinkston III	Harlan S.		CW4	Pilot	
Pircher	Othmar	E.	CW2	Pilot	
Ponds			CPT		
Porter	Julius	D.	CW4	Pilot	201st ENG
Powell	Bradey	S.	SGT	Mechanic	2113th
Preston	William	E.	CW5	Pilot	201st ENG
Prewitt	Larry	A	SGT	Mechanic Sheet Metal	2113th
Quenichet	James	Henry	CPT	Liasion Pilot	623 FA Bn
Quigg	Robert	N	2LT	Liasion Pilot	198th FA Bn
Quisenberry	Dennis	R	SGT	Mechanic	
Quisenberry	Thomas	M	COL	Pilot	AASF Commander
Ramsey	Forest	L.	COL	Pilot	
Ray	Wayne	R.	CW3	Pilot	
Rayburn	John		CW2	Pilot	
Rayburn	Louis	R	1LT	Liasion Pilot	623rd FA Bn HQ
Redman	Charles	R.	SGT	Mechanic	2113th
Reed	William		SGT	Mechanic Elec	640th Obersvation Bn
Rexroat	Dariel	E.	CW3	Pilot	
Rexroat	Ronald	D.	SGT	Mechanic	
Rice	Harry	T.	SGT	Mechanic	2113th
Rice	Laughlin	J.	SGT	Mechanic	2113th

Roberts	Archie		CPT	Pilot	
Roberts	Billie		SGT	Mechanic	2113th
Roberts	Gary	H	SGT	Mechanic Elec	2113th
Roche	David	A.		Pilot	
Roche	Jerry	K	MAJ	Pilot	
Roche	John	S.	CPT	Pilot	5th TAB
Rodgers	Danny		MAJ	Pilot	
Rogers	Leo				
Rohrer	Franklin	J.	CW3		
Ross	Donald	L.	CW4	Production Control	
Ross	Hugh	C	CW3	Pilot	
Roth	John	P.	CW3	Pilot	
Rowe	Kimberly		CPT	Pilot	
Roy	James	V.		Supply	
Roy	James	V	SGT	Supply	
Runkle	Ricky	R.	CW3	Pilot	
Sacre	Melvin	P	SGT	Mechanic	STARC
Salyers	Carla	K			
Salyers	Kerry	D.	CW4	Pilot	
Sapp	Phillip	B.	CW4		
Saufley	Henry	R.	1LT	Pilot	
Saufley	Rowan				
Saufley	Zack	C.	CPT	Pilot	140th Signal BN
Scherer	Gerald	M	SGT	Mechanic Elec	2113th
Schneider	Donald	G	CW2	Pilot	470th Med Det
Schneider	Tommy	L.	CW2	Pilot	

Schoffleberger	Christine		1LT	Pilot	
Schultz	Walter	E	T/4	Mechanic	413th Ord Tnk Maint Co
Searcy	Douglas	P	LTC	Pilot	
Settle	John	W	SGT	Mechanic	
Sewak	Steven	M.	CW2	Pilot	
Sewell	Gerald	M.	SGT		Co F 135th AV
Shain	Michael	D.	MAJ	Pilot	
Shannon	Anthony	S.	COL	Pilot	AASF Commander
Shaw	John	G.	2LT	Pilot	F Co 135th AVN
Sherman	Richard	A.	LTC	Pilot	
Shouse	Barry				
Shouse	Leonard	H	SSG	Mechanic	149th RCT Med Det
Shreve	Orville	L.	CPT	Pilot	
Shrum	Terry	L.	CPT	Pilot	Maint Ofc C Co. F Co 135th AVN Cmdr
Sipple	John	B.	CW2	Pilot	
Sizemore	Bennie	E.	CW2	Pilot	
Sizemore	Gary	R.	CW2	Pilot	
Slaughter	Larry	W	SGT	Mechanic	2113th
Small	Richard	S	COL	Pilot	
Smith	David	R.	CW2	Pilot	
Smith	George		CPT	Pilot	
Smith	John		SGT	Mechannic	2113th
Soard	Daniel		SGT		2113th TAMC (-)
Solomon	Robert	E	SGT	Mechanic	2113th
Sparrow	Jesse	W.	1LT	Pilot	5th TAB
Spencer	Richard	L.	SGT	Mechanic	2113th

Spurlock	James	E	CW3	Pilot	
Stansbury	Donald	L.	MSG	Mechanic	2113th
Stephens	Robert	L.	COL	Pilot	2113th
Stewart	Sherie Lynn		SGT	Mechanic	Det. 1, 1155th
Stivers	James	E	CW2	Pilot	470th Med Det
Stocker	James	W.	COL		
Stone	Archie	T.	CPT	Pilot	
Stoops	Dean	E	CW5	Pilot	
Stout	Donald	L.	2LT	Pilot	149th Inf HHC
Strayer	Jonathan	B.		Crew Chief	
Stull	William	A.	MAJ	Pilot	
Swann, Jr.	Marvin	L.	1LT	Pilot	
Sweeney	Carey	M.	CPT	Pilot	
Symansky	Nick		SGT	Mechanic Elec	2113th
Tanner	Eugene	P	MSG	Pilot	
Tatlock	Nelson	E.	CW5	Pilot	
Thieman	James	H.	CW2		
Thomas	David	B	CW3	Mechanic	2113th
Thomas	Harold	H.	CPT	US Army Advisor	Aviation
Thomas	James		SGT	Mechanic	149th Armor
Thomas	Steve		CW3	Pilot	
Thompson	Guthrie		MAJ	Pilot	
Thompson	Landis	D.	CW2		
Thompson Jr	Martin	H		Mechanic	HHB 138th FA Bn
Thornberry	Robert		SGT	Mechanic	149th Armor
Thursby	Todd	O.	LTC	Pilot	

Tingle	Donald	R.	CW2	Pilot	
Toler	Chuck				
Toler	Larry	S	SGT	Mechanic	
Tomlinson	Billy	G	CW3	Pilot	
Trail	Lee		SGT	Production Control	
Trammell	Thomas	H.	CW2	Pilot	
Troklus	Emil	G	T/3	Mechanic	HHB 138th FA Bn
Tucker	Glynn	P.	CPT	Pilot	
Turley	David	W.	SGT	Mechanic	470th Med Det
Turner	Michael	E.	CW4	Pilot	
Tyson	Donald	R.	CW4	Production Control	
Unser	A		CW2	Pilot	
Upchurch	Richard	H.	SGT	Mechanic	
Utterback	Thomas	E.	CW2	Pilot	
Van Cleve	John	H.	MAJ	Pilot	4th How Bn
Van Fleet Jr	Joseph	L.	1LT	Pilot	149th Inf HHC
Vance	Roscoe	G.	SSG	Mechanic	Det 1, 1155th Trans Co.
Vincent	Samuel	M.	COL	Army Avn Adv	
Wagner	John		1LT	Pilot	
Walker	Wallace	L.	LTC	Pilot	2113th
Walters	Robert	W.	SGT	Supply	2113th
Wardfield	Terry	L.	SGT		Det 1 1155th
Warmouth	Donald	R	SGT	Mechanic	
Watkins	Mark	L.	SGT	Mechanic	
Watson	Cloyd	D.	CW2	Pilot	
Weiler Jr	Standford	Logan	CW4	Pilot	

Welch	Murry	M.	CW4	Pilot	2113th
Wendell	Gus		1LT	Pilot	149th Armor
West	Doug		SGT	Mechanic	2113th
Whitaker	James	A.	SGT		Det 1 1155th
White	John	M	1LT	Pilot	23rd Corps Arty
White	Walter	J	1LT	Pilot	23rd Corps Arty
Williams	Ronald	W.	CW2		
Williamson	James	C.	MAJ	Pilot	Avn BN
Willman, Jr.	Henry	C.	MAJ	Pilot	Cmdr 1155th Trans Co
Winn	James	R	CPT	Pilot	
Wise	Ron	C	CW4	Mechanic	2113th
Witherow	Terri	L.	SGT	Production Control	
Wood	Lew		SGT	Mechanic Elec	2113th
Woods	Charles		SSG		Det 1 1155th
Wuchterl	Dean	L.	SP5	Mechanic	HHB 138th FA Bn
York	Clancy	B	COL	Pilot	
Youngman	Dean	G	MAJ	Pilot	149th Armor

Annex 2

Fixed Wing Aircraft of Kentucky Army National Guard

Note: Every attempt was made to use KYNG aircraft in the photos but those are not available in every instance. Our thanks to COL (R) Al Alfaro for this list and his book Paper Trail of the Kentucky National Guard (1792-2003).

L-5 Sentinel late 40's?

Two place observation / reconnaissance airplane. Vultee-Stinson. Engine: One Lycoming O-435-1 engine -185 hp. Cruise speed: 100 mph. Service ceiling:15,800 ft. Max Range: 420 miles. Metal frame fuselage with wood and metal airfoil structure and fabric covered. Drop rear seat permitted carrying litters or cargo. Originally used only by Army Air Corps served from 1942 - during first part of Korean war. Also called O-62.[a]

No hint has been found to establish when the Kentucky Army National Guard received its first fixed wing aircraft or even what that aircraft was. We know that the first units reconstituted in Kentucky after the total mobilization of World War II received federal recognition on 23 Sep 46. Until research reveals more surrounding these early years, this will be the assumed date of the first fixed wing aircraft in the Kentucky Army National Guard.

L-16 Aeronca

Two place observation / reconnaissance airplane. Engine: Continental 0-190-1 95 hp. Cruise speed: 81 mph. Service ceiling 14,500 ft. Range: 252 miles.
Metal frame with fabric covering was the military version of the Aeronca "Champion". Army started purchasing 1948 used extensively in early part of Korea

L -19 Birddog Cessna

Three place observation / reconnaissance airplane. The first ones reportedly came into the KYARNG inventory in 1951. Manufactured by Cessna Aircraft Co. Engine: Continental 0-470-11 - 216hp. Max speed: 130mph Service ceiling: 18,500ft Range: 530mi Produced from the end of 1950 and remained in service until the late 1970s. The Bird Dog was derived directly from the Cessna 170, a commercial model in production in 1950. In 1962 the different versions were renamed, in sequence, O-1A, O-1B, TO-1D and O-1E. In 1965 the Army turned over all fixed-wing observation aircraft to the Air Force.[b]

TO-1D Bird Dog

Similar to L-19A, but equipped with dual instrument panels and powered by a 210 hp 0-470-15 engine driving a constant-speed propeller. Used by the Army as an instrument flight trainer. The Army purchased 310 examples beginning in 1956. In 1962 surviving machines were re-designated TO-1D.[c]

L-17 Navion

Four place utility / liaison airplane manufactured by Ryan and North American. Engine: Continental 0-470-7. 205 hp. Cruise Speed: 121 mph Service Ceiling: 10,900 ft. Max Range: 592 mi. The L-17 was used by the military services from the late 1940s through the early 1960s for liaison, reconnaissance, personnel and light cargo carrying mission. It was originally designed for civilian use by North American Aviation, Inc. The Army Air Forces ordered 83 military versions under the designation L-17A.

Used extensively in the Far East during the Korean War for troop and VIP transport, aeromedical evacuation. [d] All L-17s were re-designated U-18s in 1962. When they were phased out they were given to Army flying clubs [e]

L-20 / U-6 Beaver DeHavilland

formerly L -20 came into army system in 1951
In 1962 the L-20 was designated the U-6. The U-6A "Beaver" was manufactured by deHavilland Aircraft of Canada, Ltd. Nearly 1,700 DHC-2 Beavers were built by DeHavilland Canada between 1947 and 1967 The L-20A saw USAF service in both the Korean Conflict and Vietnam War. The Beaver was designed as an all-purpose utility capable of being equipped with wheels, skis, standard floats, or amphibious floats. A later development, MK III, has a turboprop engine. One of the most successful bushplanes ever, in 1987 the Beaver was chosen as one of Canada's ten most important engineering achievements of the century.[f]

U-3B Cessna

Popularly known in the Air Force as the "Blue Canoe," the U-3 is the military version of the Cessna 310 light twin-engine transport. The prototype made its first flight on January 3, 1953. Production for the civilian market began in 1954, and in 1957, the USAF selected the aircraft for service as a light administrative liaison, cargo and utility transport. The Air Force eventually bought 160 of the 310s "off-the-shelf" under the original designation L-27A, later changed to U-3A. Thirty-five more were delivered in 1960-61 as U-3Bs--all weather versions with more powerful engines, additional cabin windows, a longer nose and a swept vertical fin.
The engines are six-cylinder, horizontally opposed, Continental engines of 285 horsepower each that drive controllable-pitch, full-feathering propellers. The aircraft normally has a seating capacity of five but can be configured for six. Maximum speed is 238 miles per hour at sea level, and cruising speed is 223 miles per hour at 7500 feet. The Cessna 310 was first flown in January 1953. The aircraft is unpressurized.[g]

U-9 Aero Commander

Five place utility, command / liaison aircraft. Powered by two Lycoming GO-480-1 piston engines of 550 hp. Max speed of 255 mph and cruise speed of 198 mph. Service ceiling of 22,900 fee. Max range 1,150 st. mi. The first U-9 (YL-26) was obtained by the Army in 1953. [h]

U-21 UTE

The US Army procured the first three King Air 200s, designated the RU-21J, in 1971. The U-21 Ute military version of the Beechcraft King Air A90 aircraft was deployed in a variety of configurations, including the U-21A/D/G, U-21F, and U-21J. The U-21 is an eight-place, fixed-wing aircraft used for troop and command transport, medevac, reconnaissance, and cargo. The U-21 Ute twin turbine, propeller driven utility aircraft has a normal cruise speed of 210 knots and an endurance of over 5 hours flying time. This low-wing utility aircraft has reversing propellers and retractable tricycle landing gear. The Operation Support Airlift (OSA) Command was created in FY 92 and combined Active and Reserve Component OSA operations, began the retirement of non-standard aircraft (T-42, U-8, U-21), and started the modernization of the remaining fleet of C-12, C-20, C-21 and C-26 airplanes. In June 1993 the Chief of Staff Army gave the continental United States (CONUS) OSA mission to the ARNG. The Army aviation's overall goal relative to the fixed wing fleet is to reduce the current number of models from 21 to 4, including procurement of a new C-XX Short Range (SR) to perform missions currently performed by U-21, et al.[i]

C-12 Huron

The C-12 Huron, a twin turboprop passenger and cargo aircraft, is the military version of the Beachcraft Super King Air. The US Army ordered 60 military passenger-carrying King Air A200s, designated the C-12A, beginning in FY1973. Worldwide deployment began in July 1975, with a total of 380 ordered by US armed forces by the late 1990s. The C-12 aircraft, manufactured by Raytheon Aircraft Company (RAC) (formerly Beech Aircraft Corporation), is a high-performance, T-tail, pressurized, monoplane that accommodates places for a pilot, co-pilot, and passengers. This all-metal, low wing, twin turbo-prop aircraft is powered by two Pratt and Whitney PT6A-41/42/65 turbo prop engines. The Government's C-12 aircraft fleet is similar to the Beech Super King Air 200 & 1900C. The aircraft provides operational support for military bases, sites, fleet and shore units. The C-12 Huron will continue to be the mainstay of Operation Support Airlift (OSA) through the year 2010.[j]

C-23 Sherpa

The Kentucky Army National Guard received its first C-23B Sherpa in April 1997.
The Sherpa is an all-freight version of the Shorts 330 regional airliner with a 5 ft-6 inch square cabin section over an unimpeded hold length of 29 ft. Through-loading is provided via a large forward freight door, and via a full width, hydraulically operated rear ramp door with removable roller conveyors. The C-23 Sherpa is the Army National Guard's answer to missions requiring an aircraft that is capable of faster, higher-altitude and longer-distance coverage than helicopters. The Sherpa comes with a low operating cost due to its simple, robust construction, compared to that of other cargo aircraft.

The C-23 multi-role utility airplane is the only cargo airplane in the Army, and is organized into 4 theater airplane companies. Each company has four detachments. The detachments are all located in different states. Each detachment has two aircraft.

The Army National Guard has procured 44 C-23B/B+ Sherpa light cargo aircraft to support theater aviation, cargo, airdrop, and aeromedical evacuation for both state and

federal wartime missions. This medium utility transport aircraft entered Army service in 1985. The Army National Guard aviation received three C-23B Sherpa production aircraft in Fiscal Year 1996.

The aircraft can carry up to 30 passengers in airline-type seats, along with palletized cargo, four small pallets, and do airdrop of those pallets, or 18 litter patients plus their medical personnel. It has a range of a thousand miles, cruises up to two hundred knots, and its square because most of the things the Army has are square rather than round. It has six-and-a-half feet of headroom. It is unpressurized, but if it flies above 10,000 feet for an extended period of time, the crew wears oxygen masks. The Sherpa has a crew of three, but sometimes flies with four man crews if there is a need for two flight engineers.

The C-23B Sherpa aircraft is a light military transport aircraft, designed to operate efficiently, even under the most arduous conditions, in a wide range of mission configurations. The large square-section hold, with excellent access at both ends, offers ready flexibility to perform ordnance movement, troop & vehicle transport, airborne/airdrop missions, medical evacuation and is suitable for conversion to other specialist duties such as maritime or land surveillance.

Configured as a troop transport, the Sherpa provides comfortable, air-conditioned seating for 30 passengers, features "walk about" headroom, a removable latrine unit, and has a 500 lb capacity / 345 cu. ft. baggage compartment located in the nose of the aircraft. Additional space for a 600 lb capacity optional baggage pallet is provided on the rear ramp of the aircraft.

During airborne operations, the aircraft accommodates 27 paratroopers. Optionally, it can be outfitted to handle up to 18 stretchers plus 2 medical attendants. The airplane meets Army Short Take-off & Landing guidelines (STOL), can operate from unpaved runways and is equipped with self-contained ground handling equipment. Operational experience with this remarkable aircraft has proven it to have low maintenance costs and low fuel consumption.

The grey, 30-foot long Sherpa, begins life as a Shorts 360 Airliner. The Shorts Aviation Company is located in Belfast, Northern Ireland, and is one of the oldest aircraft builders in the world. The airplanes are then sent to Clarksburg, West Virginia, where each is remanufactured into an Army Sherpa. The West Virginia Air Center (WVAC) operated by Bombardier Defence Services Inc. provides Contractor Logistics Support (CLS) for the C-23 Sherpa aircraft operated by the United States Army National Guard (USARNG) and the US Air Force.[k]

T-42 Beach

Bought by army in 1965 used as instrument trainer civilian equivalent of Beechcraft B55 Baron

In the spring of 1987 there were four T-42 Barons assigned to the 140th Signal Detachment in Frankfort, KY.

65-12693 received from Arizona Guard

65-12698 received from Wyoming Guard

65-12727, and 65-12679 received from Maryland Guard according to CW5 (R) Ed Tatlock Aircraft 65-12679 was a historical aircraft. It was the first T-42 purchased for the U.S. Army Fixed Wing Training program. It had an 8 digit transponder, which was unusual. All transponders in the later aircraft were 7 digits. He said that KYNG tried to give that airplane to the museum at FT Rucker, AL, but they did not want it. It was picked up by a person from the Pensacola, FL Navy museum and flown there for rework and display. CW5 (RET) Ed Tatlock thinks all the T-42's were gone by the spring of 1992. Along with all other reciprocating engine fixed wing in the U.S. Army inventory.

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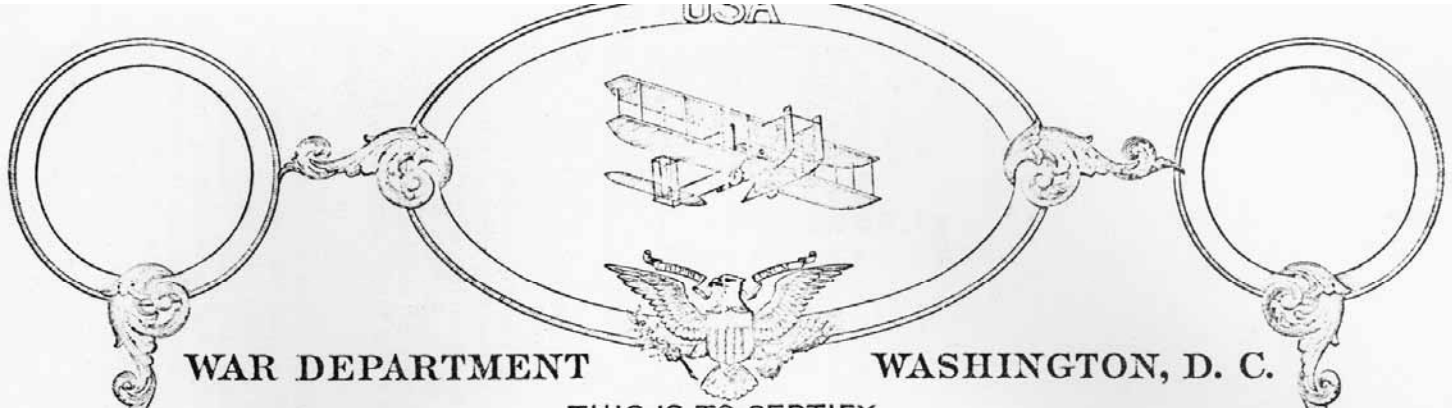
[a] Army Aviation Magazine, August 16, 1967, Volume 16, Number 8
[b] http://www.gruntonline.com/US_Forces/US_Aircraft/us_aircraft4.htm
[c] http://www.gruntonline.com/US_Forces/US_Aircraft/us_aircraft4a.htm
[d] http://www.globalsecurity.org/military/systems/aircraft/l-17.htm
[e] http://www.wpafb.af.mil/museum/annex/an29.htm
[f] http://www.globalsecurity.org/military/systems/aircraft/u-6.htm
[g] http://www.globalsecurity.org/military/systems/aircraft/u-3.htm
[h] Army Aviation Magazine August 16, 1967 p 41
[i] http://www.globalsecurity.org/military/systems/aircraft/u-21.htm
[j] http://www.globalsecurity.org/military/systems/aircraft/c-12.htm
[k] http://www.globalsecurity.org/military/systems/aircraft/c-23.htm

U. S. Army Military Aviator Certificates and Specialty Badges



WAR DEPARTMENT WASHINGTON, D. C.

THIS IS TO CERTIFY
THAT

IS RATED AS A

MILITARY AVIATOR

having completed the tests prescribed by the War Department, on the ___ day of _____ 19__, and that notation to that effect has been made on his record.

War Department
Adjutant General's Office

Recorded in the Office of the Adjutant General

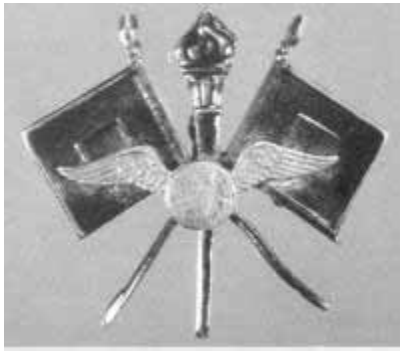
_____
ADJUTANT GENERAL

_____
SECRETARY OF WAR

_____
CHIEF SIGNAL OFFICER

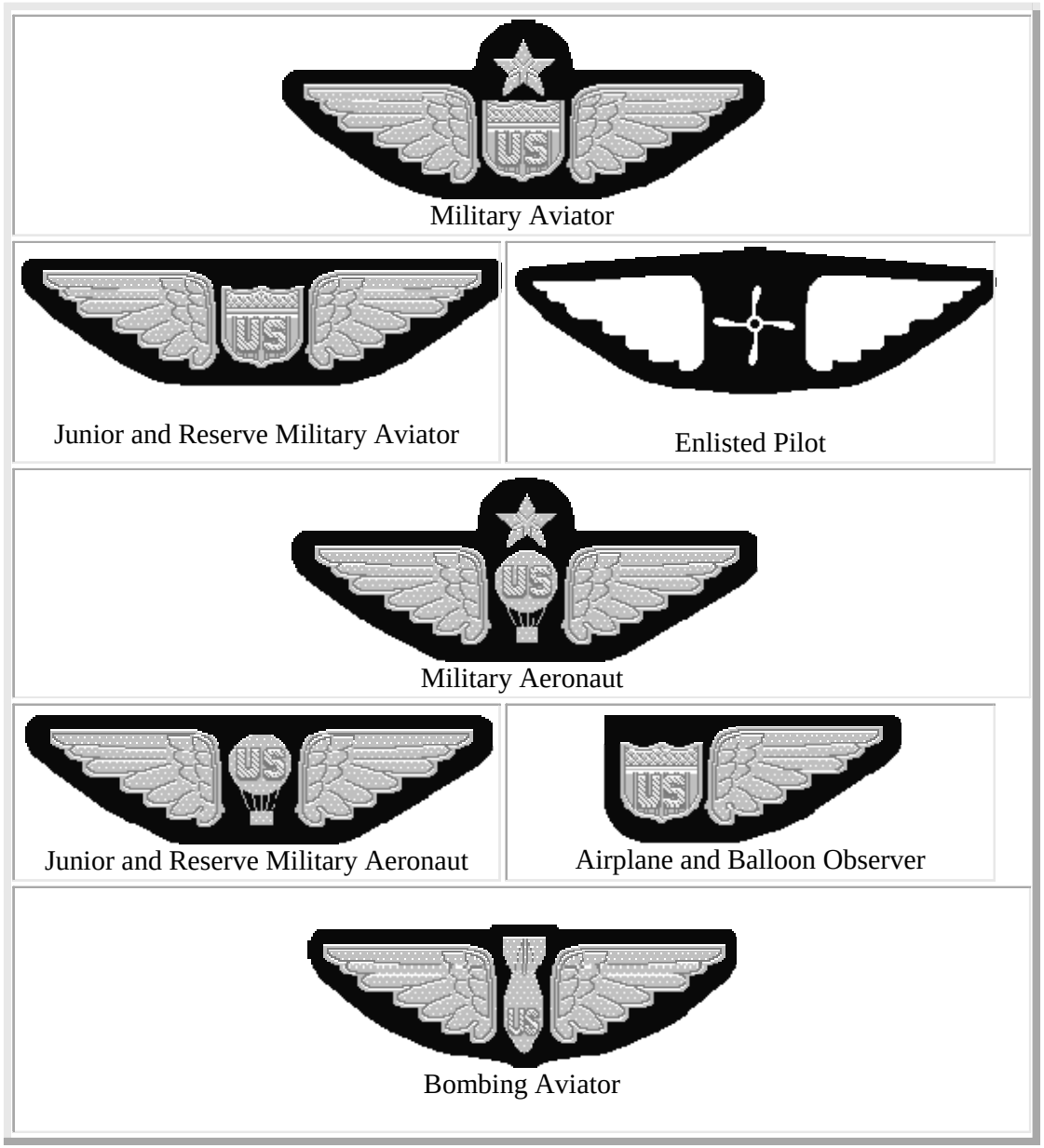
_____
COMMANDING _____

Above -A replica of the first wings approved for aviators in 1913. Courtesy LTC Goin.



Above – Examples of early collar brass. Courtesy LTC Goin.
At left is the first official collar insignia for the Air Service was this device with the globe and wings superimposed on the Signal Corps flags. It was approved by General Pershing on April 27,1918 according to the book “More Silver Wings, Pinks & Greens” page 29. At right above is an unofficial version of the wings seen earlier in various photographs of pilots.

U.S. ARMY INSIGNIA



Courtesy http://www2.powercom.net/~rokats/spec_wwi.html

US Army Specialty Badges
First World War
Air Service Qualification Wings

US Army Specialty Badges
First World War

Air Service Specialty Badges with Squadron Numbers

			
Enlisted Airman	Balloon Mechanic	Aero Mechanic	Enlisted Aviator

Courtesy http://www2.powercom.net/~rokats/spec_wwi.html

U.S. ARMY SPECIALTY BADGES

Second World War

Glider Badge

Army and Army Air Force Wings

Command Pilot

Senior Pilot

Pilot

Glider Pilot

Senior Balloon Pilot

Balloon Pilot

Service Pilot

Liaison Pilot

Flying Instructor

Courtesy http://www2.powercom.net/~rokats/spec_wwi.html

U.S. ARMY SPECIALTY BADGES

Korean War

Combat and Special Skill Badges

Glider Badge

Army Aviator Wings

Master Aviator

Senior Aviator

Aviator

Courtesy http://www2.powercom.net/~rokats/spec_wwi.html

CURRENT ARMY AVIATOR BADGES

Army Aviator

Senior Aviator

Master Aviator

Courtesy www.defenselink.mil

I. **DESCRIPTION**: An oxidized silver badge 3/4 inch in height and 2 1/2 inches in width, consisting of the shield of the coat of arms of the United States on and over a pair of displayed wings. A star is added above the shield to indicate qualification as a Senior Army Aviator. The star is surrounded with a laurel wreath to indicate qualification as a Master Army Aviator.

II. **SYMBOLISM**: The wings suggest flight and reflect the skills associated with aerial flight. The shield of the coat of arms of the United States signifies loyalty and devotion to duty.

III. **AWARD ELIGIBILITY**: Army Aviator: An individual must have satisfactorily completed the prescribed training and proficiency tests, and must have been designated as an aviator in orders issued by the appropriate headquarters as outlined in AR 600-105. Senior Aviator: An aviator, who is medically qualified and instrument qualified may apply for the Senior Aviator Badge as long as the aviator has served seven years of rated aviation service, served 84 months in operational flying duty assignments and accumulated 1,000 hours of flight time. Master Aviator: A Senior Aviator, who is medically qualified and instrument qualified may apply for the Master Aviator Badge as long as the aviator has served fifteen years of rated aviation service, served 120 months in operational flying duty assignments and accumulated 2,000 hours of flight time.

IV. **DATE APPROVED**: The Aviator and Senior Aviator Badges were approved on 27 July 1950 and the Master Aviator Badge was approved on 12 February 1957.

CURRENT ARMY AVIATION BADGES

Basic Aviation Badge

Senior Aviation Badge

Master Aviation Badge

l. **DESCRIPTION**: An oxidized silver badge 3/4 inch in height and 2 1/2 inches in width, consisting of a shield with its field scored with horizontal lines and bearing the coat of arms of the United States on and over a pair of displayed wings. A star is added above the shield to indicate the degree of Senior Aviation Badge and the star is surrounded with a laurel wreath to indicate the degree of Master Aviation Badge.

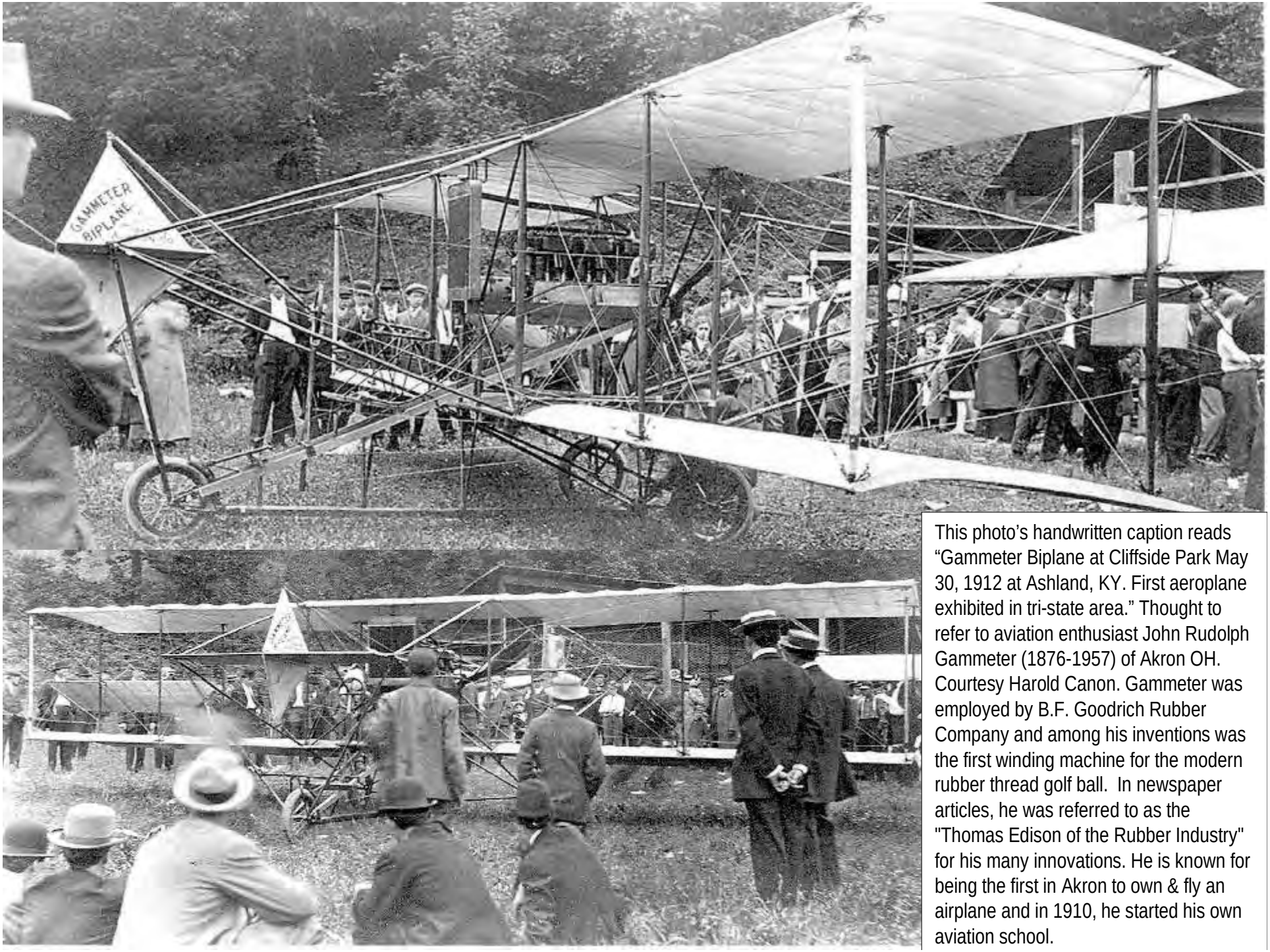
II. **SYMBOLISM**: The badge is the same design as that for Army Aviator with the coat of arms of the United States substituted for the shield of the coat of arms of the United States. The wings suggest flight and reflect the skills associated with aerial flight. The coat of arms of the United States on the shield signifies loyalty and devotion to duty.

lll. **SPECIAL POLICY:** (a) The retroactive date for these badges is 1 Jan 1947; (b) The Master Aviation Badge and Senior Aviation Badge are authorized for permanent wear. The Basic Aviation Badge may be authorized for temporary or permanent wear. An officer awarded an Aviation Badge while serving in an enlisted status is authorized to wear the badge as a permanent part of the uniform; (c) Permanent award of the Basic, Master, and Senior Aviation Badges will be announced in Permanent Orders by commanders authorized to approve the award.

IV. **AWARD ELIGIBILITY**: Basic Aviation Badge on flying status as a crewmember in accordance with AR 600-106 and in-flight duties for not less than 48 flight hours or school trained. Senior Aviation Badge - 7 years on flight status. Master Aviation Badge - 15 years on flight status (AR 600-106).

V. **DATE APPROVED:** The Aviation Badge was originally approved as the Aircraft Crew Member Badge by the Deputy Chief of Staff for Military Operations on 16 May 1962. The Deputy Chief of Staff approved the change to the present Aviation Badges on 29 Feb 2000 retroactive to 1 Jan 1947 for Military Personnel.

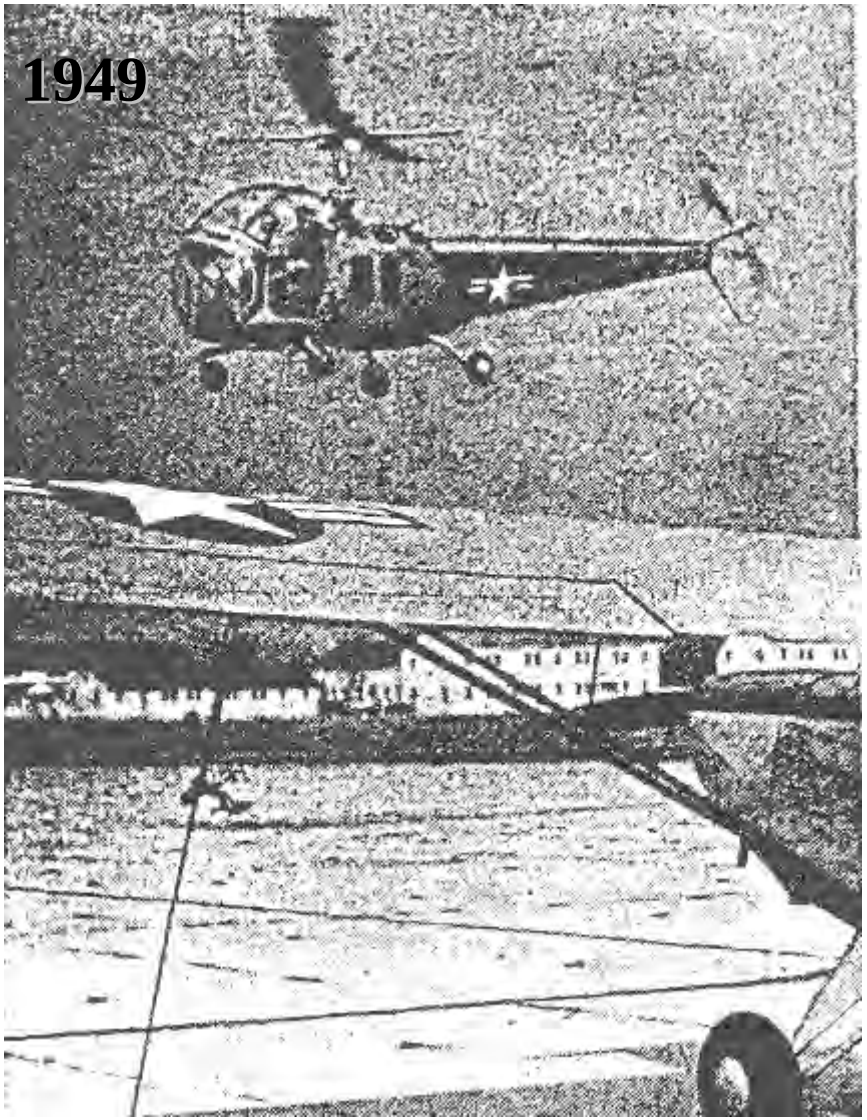
Kentucky Army National Guard Aviation Photo Album



This photo's handwritten caption reads "Gammeter Biplane at Cliffside Park May 30, 1912 at Ashland, KY. First aeroplane exhibited in tri-state area." Thought to refer to aviation enthusiast John Rudolph Gammeter (1876-1957) of Akron OH. Courtesy Harold Canon. Gammeter was employed by B.F. Goodrich Rubber Company and among his inventions was the first winding machine for the modern rubber thread golf ball. In newspaper articles, he was referred to as the "Thomas Edison of the Rubber Industry" for his many innovations. He is known for being the first in Akron to own & fly an airplane and in 1910, he started his own aviation school.

The first USAF enlisted pilot, Sgt. (later Colonel) Vernon L. Burge seated in an Army Wright "B" airplane in the Philippines (1912). Like many enlisted pilots who followed, he was an aircraft mechanic prior to earning wings.

Corporal Vernon L. Burge became the first enlisted pilot three years after the Army bought its first airplane. He was Lt. Benjamin Foulois' mechanic on Signal Corps airplane No. 1 at Ft. Sam Houston, Texas, in 1910 and Lt. Frank Lahm taught him to fly in the Philippines two years later. In August 1912, Burge received aviator's certificate #154 from the Federation Aeronautique International and also was promoted to sergeant. (U.S. Air Force photo)



7 FEB 1949 - Courier Journal

A helicopter hangs virtually stationary in the air above a Kentucky National Guard liaison plane at Bowman Field. Guard liaison pilots yesterday took rides in the helicopter. They hope to get one for training purposes.

Helicopter Given Once-Over By Members of Guard Here

Kentucky National Guard members in the Louisville area yesterday got an over-all look at a helicopter, the light aircraft the guard hopes soon to be using in training its liaison pilots.

The helicopter was flown in from Godman field, Fort Knox, and put on display at Bowman Field as part of a drive to fill 11 liaison-pilot vacancies in National Guard ranks in the state.

Maj. Albert L. Robinette, a pilot, of the Armored School at Fort Knox, took some of the guardsmen on flights over the airfield. He and Cpl. Elmer M. Johnson, Crew Chief, explained the operations and functions of the plane.

Explains Uses of Plane

The small craft has a cruising speed of about 80 miles an hour and can range upward to about 15,000 feet. It has a 178 horsepower engine and weights 2,300 pounds.

Major Robinette said the helicopter could be used for reconnaissance, photography, adjustment of artillery fire and just about any type of liaison work done by the heavier aircraft in the past. It can fly virtually any way desired and can land vertically. The helicopter was used almost exclusively for rescue work in World War II.

Capt. George H. Howell, Jr,. Light aviation advisor to the Kentucky National Guard, said the guard had top priority on any helicopters assigned for light aviation training.

Applications for liaison pilot in the guard are being accepted by Captain Howell at his Bowman Field headquarters.

1953

Light Aviation Section Bowman Field

Believed to have been leased from Kentucky Flying Service. Note chain link fence partitioning hangar.

Light Aviation Maintenance Section Bowman Field

Supply and Locker Section, Light Aviation, Kentucky National Guard Bowman Field. White cabinets at right center are labeled McGary, Mundy, Shouse and R. Kirk. The sign at bottom right reads Kentucky National Guard Light Aviation Section 138th Field Artillery and 149th Infantry

Light Aviation Operations and Office

L-19 Flight Line Ft. Rucker, Alabama Pilot Training 1956. Courtesy Mr. Canon

LC-126 (military version of the Cessna 195) Flight Line Ft. Rucker, Alabama Used as an Instrument Trainer (1956). Courtesy Mr. Canon.

From 1950 Yearbook

Ephraim Berry from 1950
Kentucky National Guard Yearbook

From 1950 Yearbook

Ephraim Berry

J. Van Fleet

Quenichet

PREPARING FLOUR BAG BOMBS

BRIEFING PRIOR TO AERIAL MISSION

Images from Kentucky National Guard of Lexington 1956 yearbook.
(XXIII Corps, 138th SLT and 640th Obsr)
Courtesy John Trowbridge and Military Records and Research Branch Files.

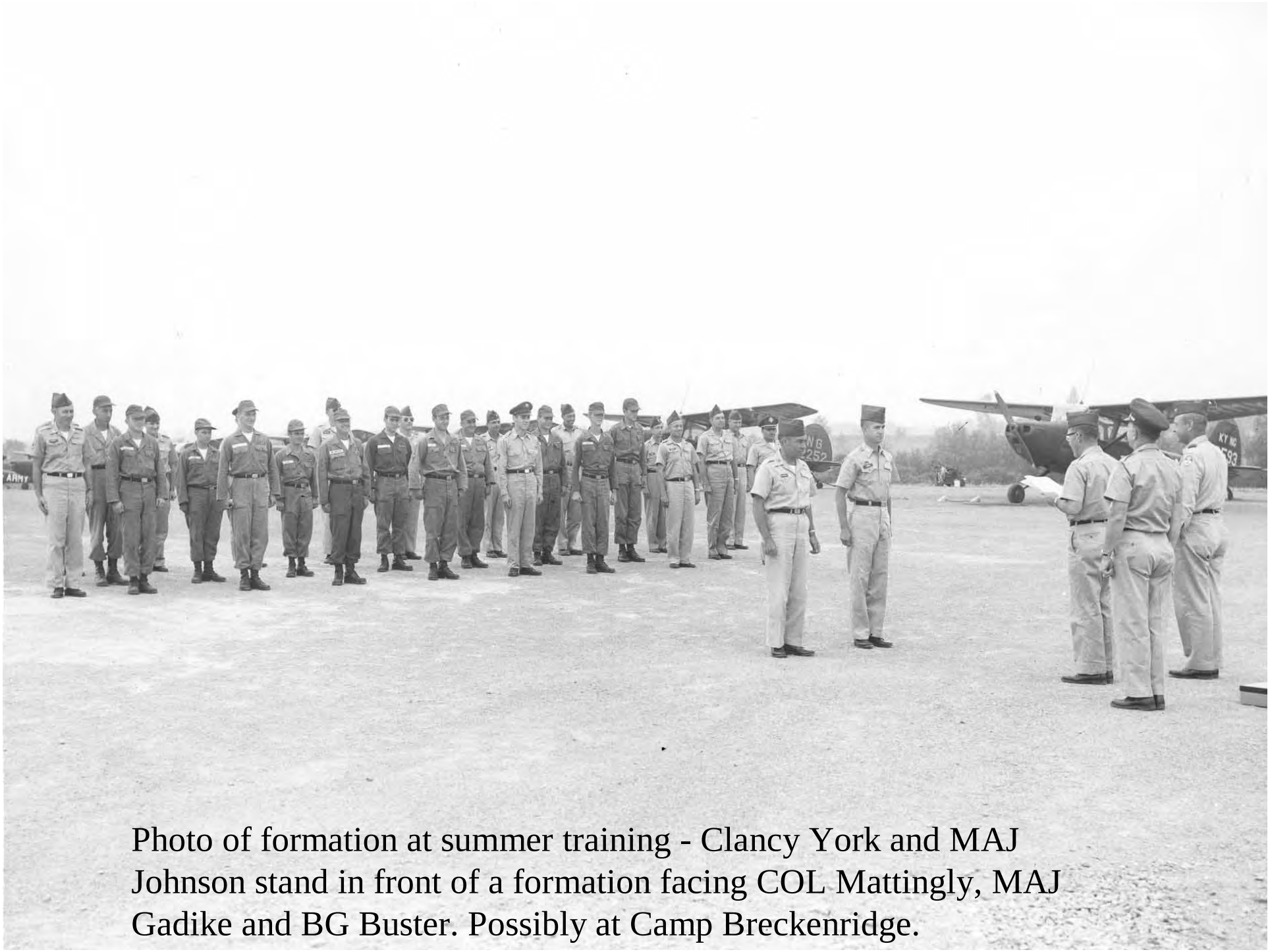


Photo of formation at summer training - Clancy York and MAJ Johnson stand in front of a formation facing COL Mattingly, MAJ Gadike and BG Buster. Possibly at Camp Breckenridge.

BLOWN UP FOR IDENTIFICATION PURPOSES - Photo of formation at summer training. Possibly at Camp Breckenridge.

Capital City Airport with photo of first AASF under construction.

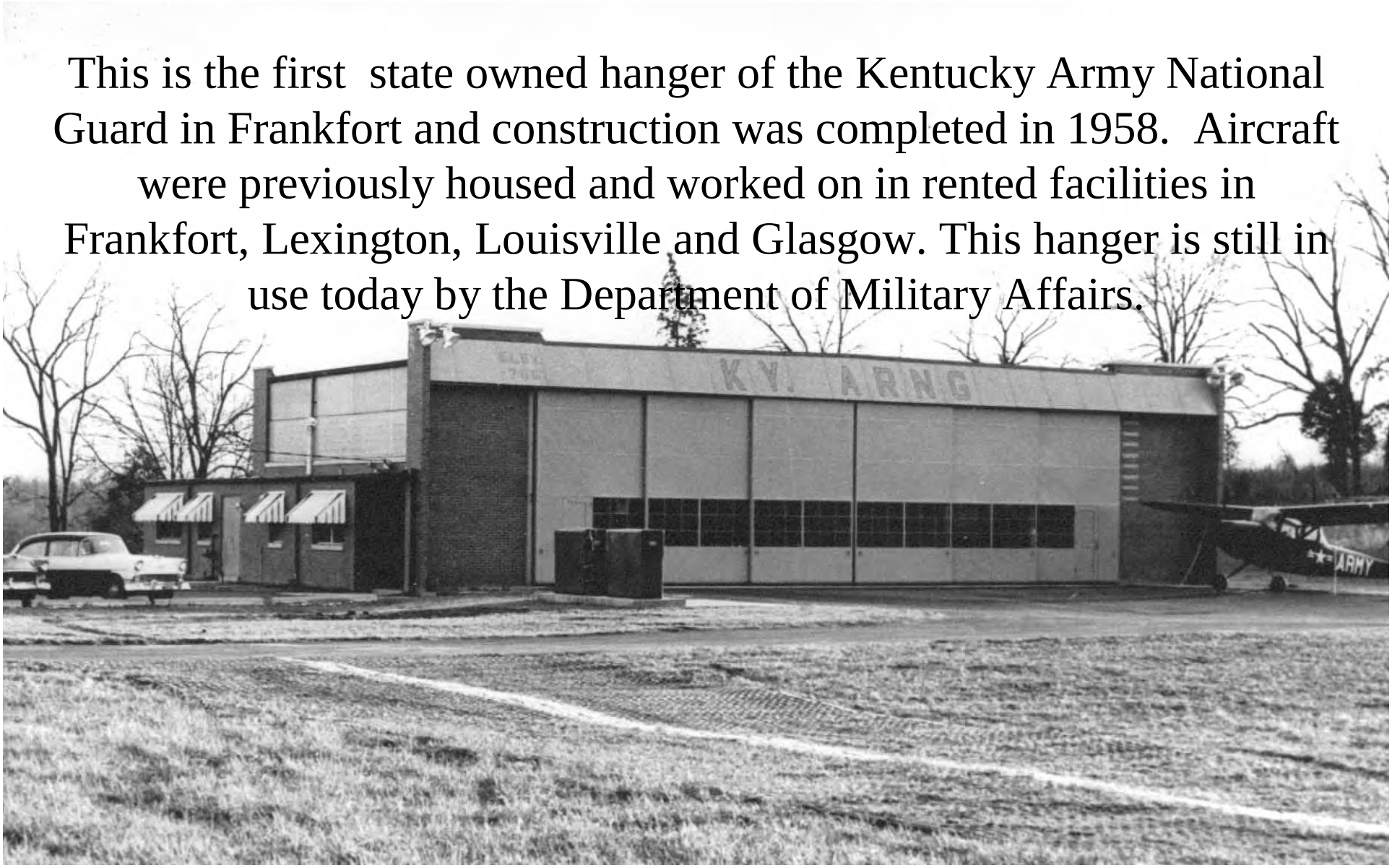
This building was built first for offices before the hangar was begun but and was eventually used to house a 1CA1 Link Trainer

Link Trainer of similar design as the one used by the Army Aviation Support Facility.

10 National Guard students from across The US were in first training class for the Link Trainer in 1960 at Fort Rucker. Kentucky was fortunate to get one of the slots in the class (Canon).

1958

This is the first state owned hanger of the Kentucky Army National Guard in Frankfort and construction was completed in 1958. Aircraft were previously housed and worked on in rented facilities in Frankfort, Lexington, Louisville and Glasgow. This hanger is still in use today by the Department of Military Affairs.



1959

The ball caps being worn by the technicians were of their own design with three arrows in flight in the top portion of the shield patch. XXIII Corps Artillery is written across the middle in a field of white with Army aviation wings below.

KYNG Army Aviation – First Fire Truck – Converted Jeep. Taken at Camp Breckinridge in the late 50's. In the driver's seat is William F Berry. Left to right standing: Olin L. McGregor; William H. Canon; COL Frank Dailey and MG Arthur Y. Lloyd - Adjutant General of Kentucky: 1959 - 1967. Photo courtesy CW4 (R) Harold Canon.

Kentucky National Guard aircraft flying with smoke devices as they often did for Governor's Day Parades held during annual training. Photo likely taken over Camp Breckinridge or Fort Campbell.

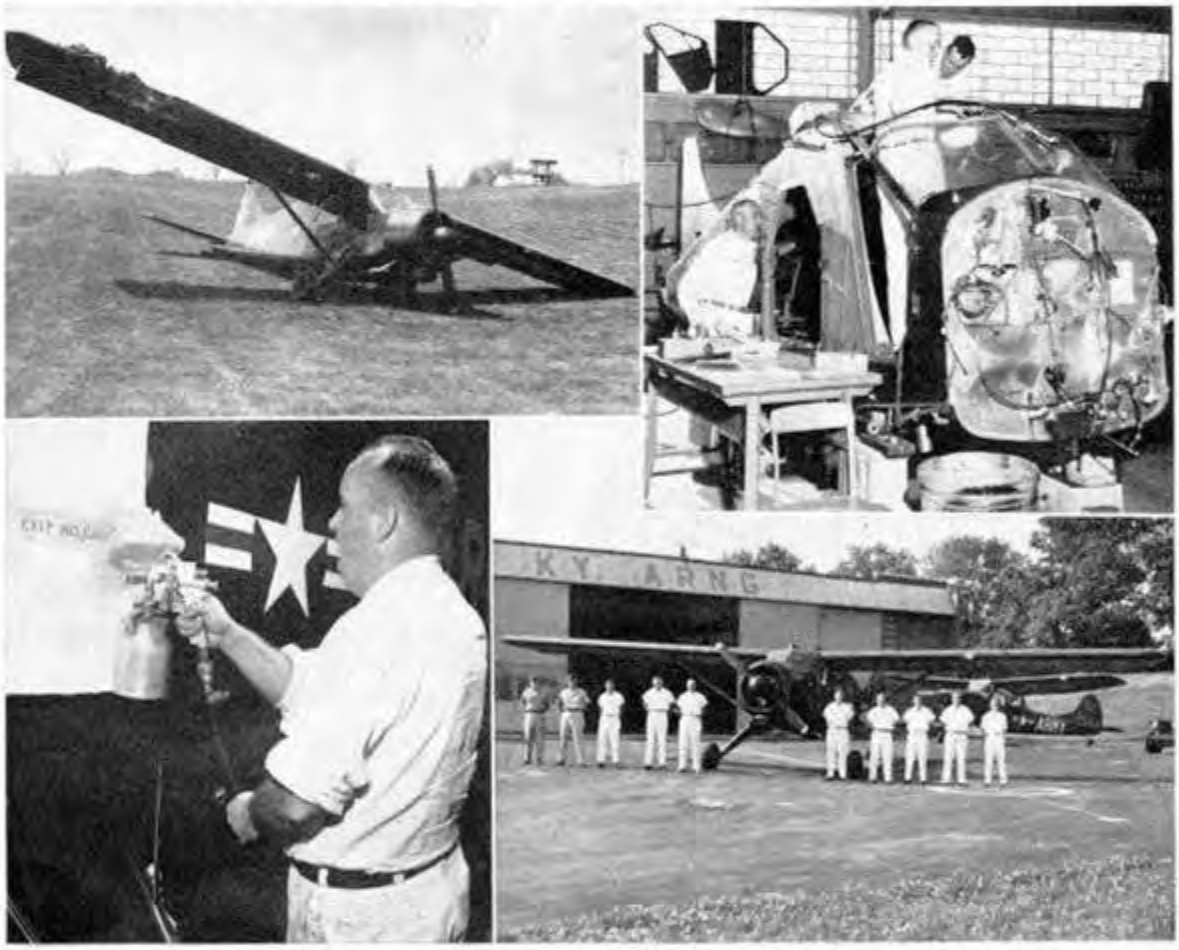
KYNG Army Aviation – Working on an L-19 A probably at Camp Breckinridge in the late 50's. From left to right are Olin L. McGregor; James McDaniels and Dean L. Wuchterl. Photo courtesy CW4 (R) Harold Canon.


Shouse
L-19
McGary
Mundy

Army Aviation Section members pose in front of De Havilland Canada L-20 Beaver aircraft (later known as a U-6A) after first test flight following their successful rebuild on June 15th 1961. They are from left, Major John Faulkenberry, MSG Kelly Barker, SP4 Wilbur Ray Kirk, SFC William Berry, SFC Kelly McGary, MSGT Olan McGregor, SP4 Walter Mundy, SP4 Leonard Shouse, SP5 Harold Canon and SP5 Robert Walters.

1961

AVIATION SECTION REBUILDS PLANE



UPPER LEFT—Shows the wrecked L-20 airplane at Flemingsburg after a crash during landing. First Lieutenant William Groham, pilot of the craft, said that as he landed, a gust of wind lifted the left wing causing the right wing to touch the ground. The right wing then hit a tree.
LOWER LEFT—Part of the finishing touch is applied by SP5 William H. Cannon, Jr. as he sprays on some bright yellow paint. (Photos by 133 PID)

UPPER RIGHT—Work is in process of replacing most of the center paneling and supports. Left to right, are SFC Kelly B. McGary, SFC William F. Berry and SP4 Leonard H. Shouse.
LOWER RIGHT—Army Aviation Section members pose in front of completed L-20 aircraft after first test flight. They are from left, Major Faulkenberry, MSGT Barker, SP4 Kirk, SFC Berry, SFC McGary, MSGT McGregor, SP4 Mundy, SP4 Shouse, SP5 Cannon, and SP5 Walters.

There is an L-20 Army airplane at the Aviation hangers in Frankfort that generally is no different from any other L-20 except that this one carries a lot of pride and personal accomplishment with it each time it departs on routine training flights.

This special L-20 was originally scheduled for salvage after a crash during a landing at Flemingsburg in April of 1960. A survey by an Army Maintenance Depot announced that damage was so extensive that the plane was "economically beyond repair." After persistent requests to the National Guard Bureau, authority was granted for the plane to be rebuilt by the Army Aviation Section of the Kentucky National Guard.

The whole job, including numerous delays in obtaining parts, took exactly four months. Parts had to be shipped from Canada, California, Alabama, and Pennsylvania.

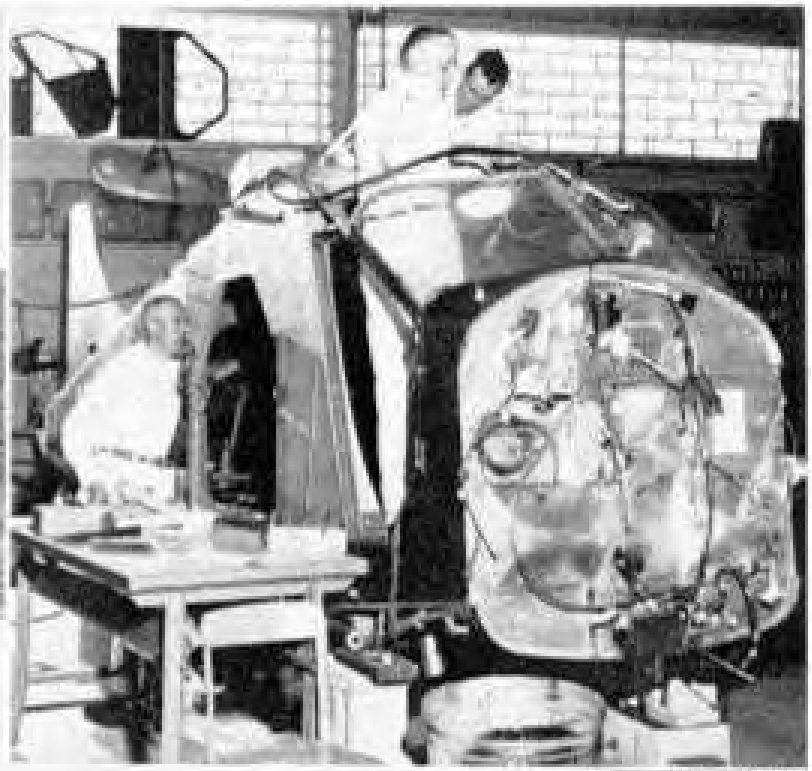
"No Adjustments Required"

The first test flight was accomplished by Major John Faulkenberry on June 15th.

After a thorough inspection of the craft by personnel of the New Cumberland Depot located in Harrisburg, Pennsylvania, Aviation Section members received with a grin the report, "No adjustments required."

Members of the Army Aviation Section who had a part in the rebuilding project, which is normally performed only by Depot Maintenance, were Major John F. Faulkenberry, MSGT Olan L. McGregor, MSGT Kelly Barker Jr.,

Continued on Page 5

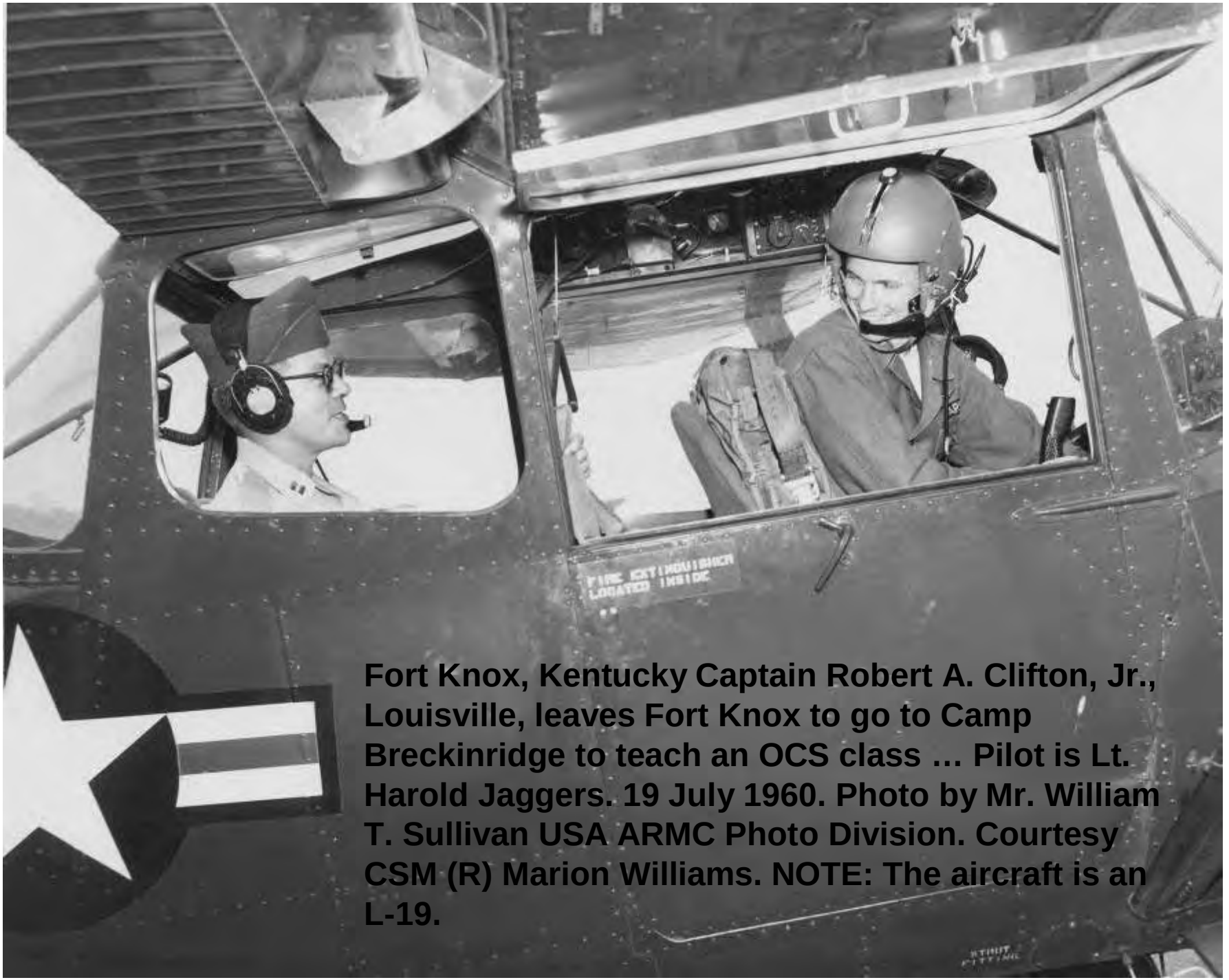



KY. ARNG

First AASF at the Capital City Airport

Photo of inside first Frankfort AASF. Persons from left to right are: Bob G. Holloway first Kentucky State Police pilot; LTC John I. Faulkenberry; MSG Olan L. McGregor and at far right SFC Leonard Shouse. Aircraft from left to right are OH-23B Hiller; 19-19A and at center is a TO1D. This photo is believed to be taken some time after 1962.


NO SMOKING
ARMY
KYNG
54703
ARMY



Fort Knox, Kentucky Captain Robert A. Clifton, Jr., Louisville, leaves Fort Knox to go to Camp Breckinridge to teach an OCS class … Pilot is Lt. Harold Jaggers. 19 July 1960. Photo by Mr. William T. Sullivan USA ARMC Photo Division. Courtesy CSM (R) Marion Williams. NOTE: The aircraft is an L-19.

Tearing Down Hangar - Members of the 201st Engineer Battalion of the Kentucky National Guard tear down an airplane hangar at Glasgow for transportation to Frankfort. The hangar was one of the projects the battalion undertook during annual summer field training. The hangar was relocated at the Capitol City Airport in Frankfort. Photo courtesy Military Records and Research Branch with caption attached. Note: This is believed to now be the RADEF building on Boone Center. The state built this hangar at Glasgow's Davis Norris Field for use by KYNG light aviation. Davis Norris Field was closed in 1958. While no date was attached to these photos it can be guessed that the movement was done in the early 1960s.

Tearing Down Hangar – Additional image found in the files and believed to also be the 201st Engineer Battalion disassembling the Glasgow hangar.

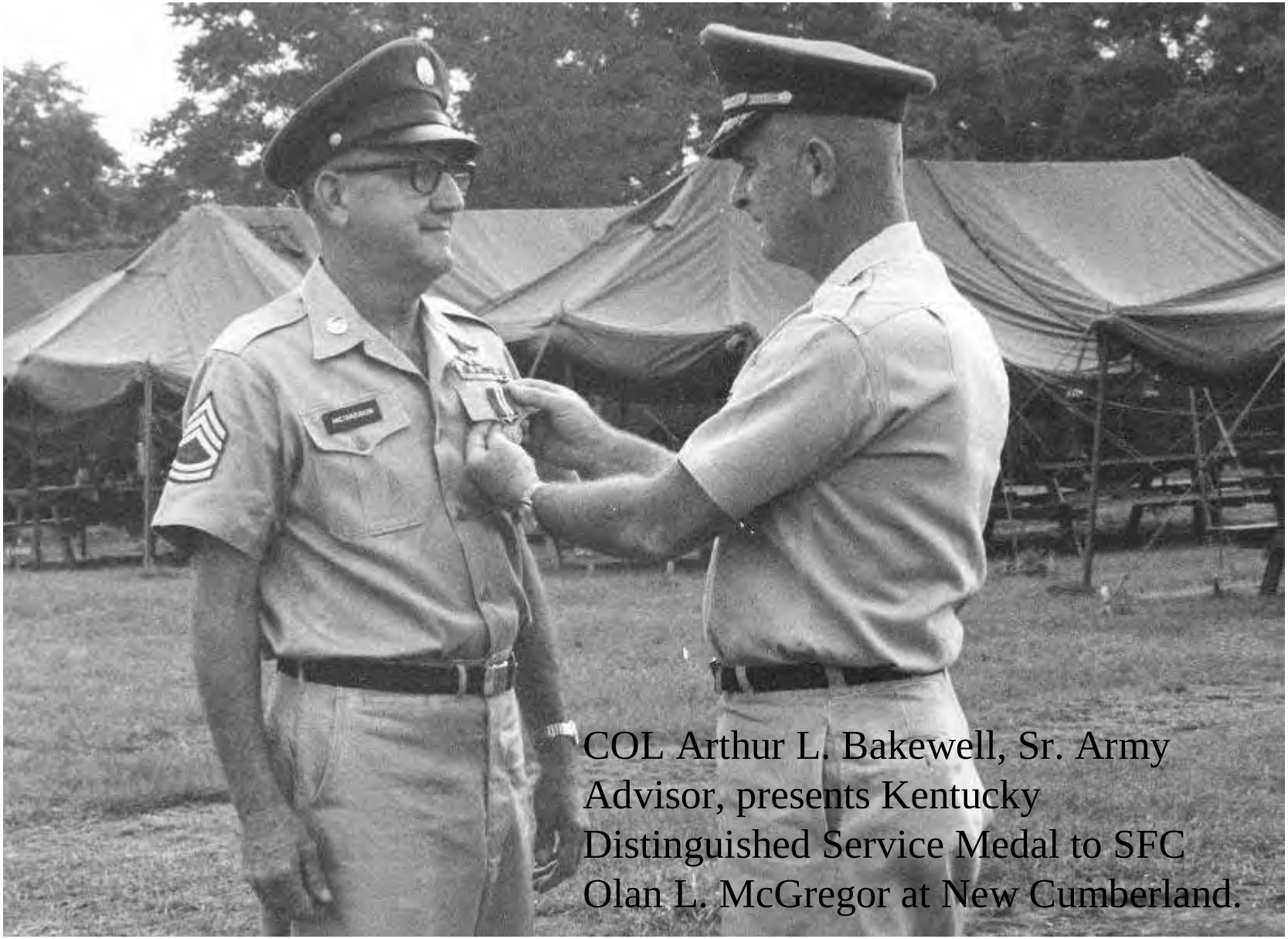
Last Minute Bulletin – Col. Faulkenberry discusses a late weather bulletin with Chief Warrant Officer II Murray M. Welch of the 2113th Aviation Direct Support Company just before he leaves on a cross county training flight. Such regular flights are part of the National Guard Bureau requirements for keeping pilots well trained. (Staff Photo by Frank Ashley) Frankfort State Journal Sunday, June 16, 1968

COL (Ret) John I. Faulkenberry

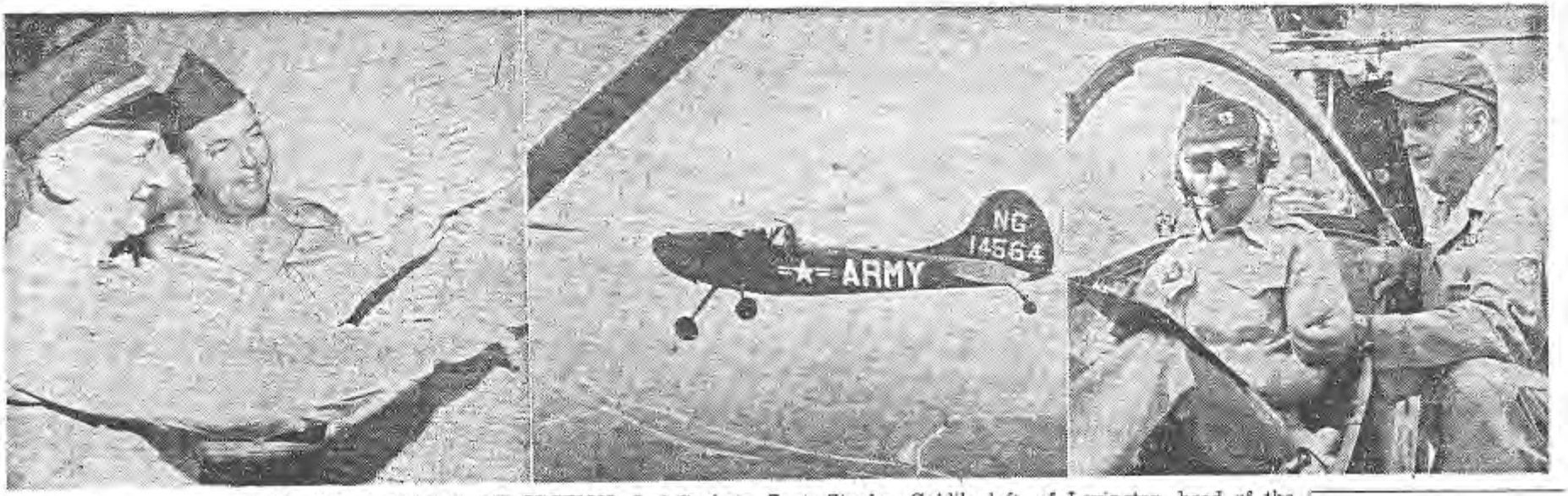
COL John I. Faulkenberry was the first State Aviation Officer for the Kentucky Army National Guard serving in that capacity from 1949 to 1970. Colonel Faulkenberry gained his first military flying experience during World War II flying C-47 troop carriers in the Pacific.

He graduated helicopter school at Edward Gary Air Force Base (San Marcos, TX) in 1954.

1970



COL Arthur L. Bakewell, Sr. Army Advisor, presents Kentucky Distinguished Service Medal to SFC Olan L. McGregor at New Cumberland.



NATIONAL GUARD AIR SECTION—In left photo, Capt. Stanley Gajdik, left, of Lexington, head of the Kentucky National Guard's XXIII Corps Aviation Section, checks flight bulletins with 1st Lt. Jesse Sparrow, right, in preparation for the return flight of Guard aircraft from Camp Breckinridge to Frankfort. In the center photo, an L-19 observation plane, used primarily to direct artillery fire, checks a military convoy returning to home stations after two weeks active duty at the post. Capt. C. Butler York, Louisville, left, and Sp. 5 William H. Canon Jr., Frankfort, make final instrument checks before taking off in the Guard's H-13 Helicopter for the trip to Frankfort.

Undated clipping courtesy CW4 (R) Canon

L-19s flying in formation.

COL (Ret) David F. Fleming

(1932 - 1999)

COL David F. Fleming was appointed commander of the Army Aviation Support Facility in 1970 as the State Aviation Officer for the Kentucky Army National Guard. He held that position until he retired from military service on January 31st, 1988.

COL David Fleming enlisted in the Kentucky Army National Guard in October 1949. In 1953 he was commissioned a Second Lieutenant in the 149th Regimental Combat Team (now the 149th Armor Brigade) where he was assigned as a platoon leader in the Heavy Mortar Company. Finally, in 1956, when the unit changed its mission to artillery, Fleming attended Army flight school and returned to the Kentucky Guard.

Kentucky Army National Guard U-3B Cessna courtesy Gary Chambers

Kentucky Army National Guard U-3B Cessna

Bird Dogs to Blackhawks
KyARNG's Chief Aviator Retires...Along With His Plane

By LT Phil Miller, 133rd PAD

Within just a few days after COL David Fleming officially retired on January 31st as State Aviation Officer for the Kentucky Army National Guard, word was received from Washington that the Kentucky Guard's 28 year-old, twin-engine Cessna U-3 airplane, COL Fleming's airplane, was also being retired...a fitting end to a 38-year aviation career of flying Bird Dogs to Blackhawks.

A native of Fleming County (and a descendent of its founder, Colonel John Fleming) COL Dave Fleming enlisted in the Kentucky Army Guard in October 1949. In 1953 he was commissioned a Second Lieutenant in the 149th Regimental Combat Team (now the 149th Armor Brigade) where he was assigned as a platoon leader in the Heavy Mortar Company.

Finally, in 1956, when the unit changed it's mission to artillery, Fleming attended Army flight school and returned to the Kentucky Guard. "When I started out", Fleming recollected, "we had two airplanes, two mechanics and six pilots tucked in the back corner of a hanger in Lexington. Back then we had an L-19 and an L-17 (which we later traded for an L-20 Beaver), and in 1957 we received our first helicopter, a Bell OH-13.

Leaning against the Kentucky Guard's trusty U-3, COL Dave Fleming poses for one last photo with the airplane that took him to every state in the continental United States except Maine. (Photo by LT Phil Miller, 133rd PAD)

"I went to helicopter flight school in 1960...it was an Air Force flight school for Army pilots at Gary Air Force Base in San Marcos, Texas...not long after that the Kentucky Guard got some more OH-13's, followed by a few OH-23 Hiller's."

Shortly after COL Fleming was appointed commander of the Army Aviation Support Facility in 1970, Kentucky's first UH-1 Hueys landed at Frankfort. Since then, 74,352 accident-free flying hours have been flown by KyARNG aviators in a fleet that grew to include the first entire company of UH-60 Blackhawks in the National Guard, as well as OH-58's, UH-1's, T-42's and, for a short while longer, the venerable U-3.

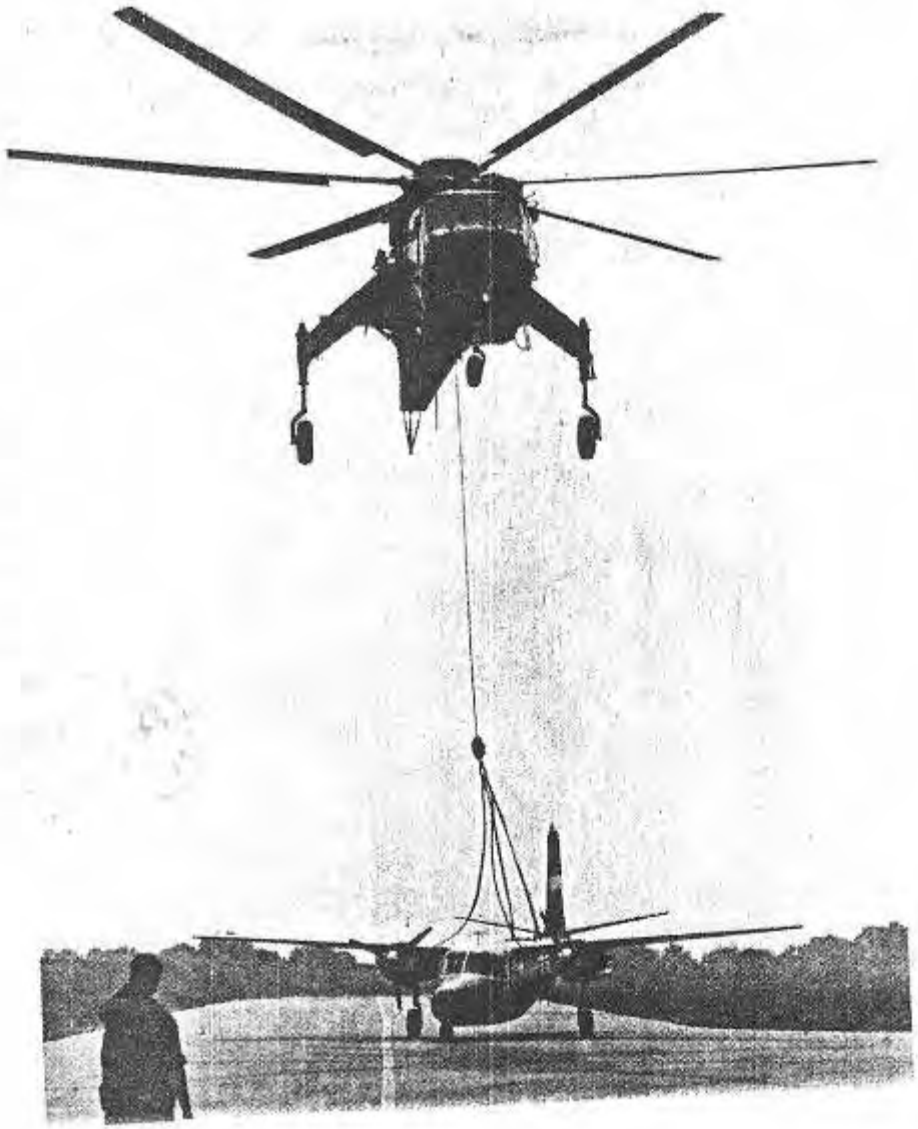
When asked how the KyARNG aviation program had changed, COL Fleming replied: "It started out as a small section that provided an aerial observation platform for the ground commander...now it's evolved into the aviation brigade – the 4th combat brigade of the Army division. The advent of the Aviation Branch in April of 1984 really had a lot to do with that...now I think that while aviation continues its mission as a division combat element, it will also have to turn it's attention to air-to-air combat in order to survive on the battlefield."

While he claims the Bell OH-13 "was the smoothest flying aircraft we ever had," the U-3 is still known as "Colonel Fleming's plane" in the Guard aviation community...even though he feels the U-3 does have some inherent flaws... "It works you hard because it is basically unstable, and anyone who's ever flown one will agree with me, but it has a pretty decent speed of 185 knots and good range...I enjoyed flying it."

If the Army said he could keep the U-3 to fly in his retirement? – "I'd take it...I've flown in every state of the continental United States but Maine, and I wouldn't mind taking the U-3 up there!"

NG Gives Airplane A Lift

AN AIR NATIONAL Guard "Flying Crane" gave a lift to a plane in need Friday afternoon. The plane, now obsolete, was once used as a command aircraft. The helicopter, from the Alabama National Guard, picked up the plane from Bardstown and flew it to the Boone National Guard Center in West Frankfort. Plans for the plane aren't certain, but several ideas such as using it and other military aircraft to make an entrance display to the center have been made. (Staff Photos)



Undated clipping courtesy CW4 (R) Canon

Colonel Thomas M. Quisenberry
State Aviation Officer

1988 – 1995

Colonel Thomas M. Quisenberry was appointed commander of the Army Aviation Support Facility and as the State Aviation Officer for the Kentucky Army National Guard in 1988 until 1955. He is shown at left giving an operational briefing.

Lieutenant Colonel Scott Shannon

State Aviation Officer

1995 - 1999

Colonel Benjamin F. Adams III

State Aviation Officer

1999 – Present

C-23 Sherpa cockpit photo taken at Louisville's Standiford Field April 18, 1998 by Howard Chaloner Stamford, CT. Used with permission.

Kentucky Army National Guard painted Beech C-12 F (40485) was delivered new to the Kentucky Air National Guard. It was later Transferred to the Kentucky Army National Guard and is still in service. Photo courtesy Charles W. Arrington.

Kentucky Air National Guard painted Beech C-12 F (40485) was delivered new to the Kentucky Air National Guard. It was later Transferred to the Kentucky Army National Guard and is still in service. Photo courtesy Charles W. Arrington.


U.S.ARMY


KENTUCKY
ARMY AVIATION SUPPORT FACILITY
Dedicated
20 May 2000
In Memory of
COL DAVID F. FLEMING
KENTUCKY
ARMY AVIATION SUPPORT FACILITY
LOUIE B. NUNN
GOVERNOR
MAJ. GEN. LARRY C. DAWSON
THE ADJUTANT GENERAL
COMPLETED
1971

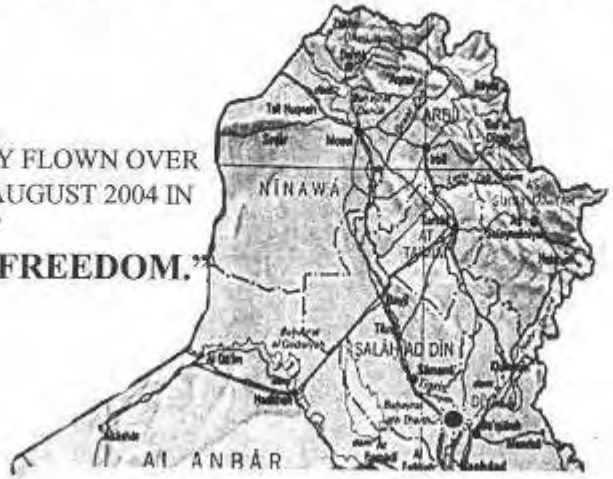

Kentucky
50
ROTARY WING AVIATION
1954 2004
KENTUCKY
ARMY NATIONAL GUARD

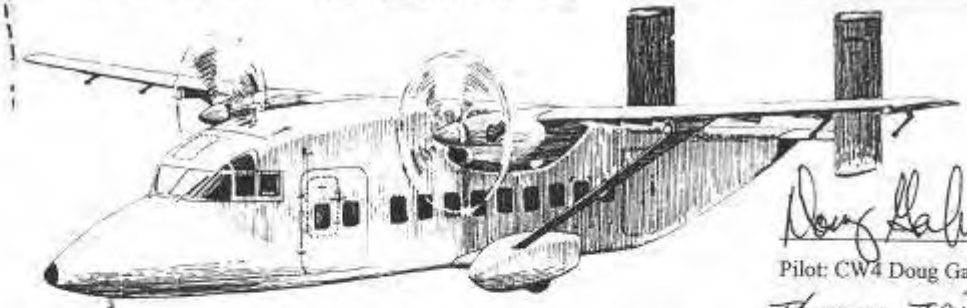
AMERICAN FLAG CERTIFICATE

"TEAM SHERPA"

THIS FLAG WAS OFFICIALLY FLOWN OVER IRAQ AND KUWAIT ON 10 AUGUST 2004 IN SUPPORT OF

"OPERATION IRAQI FREEDOM."





Pilot: CW4 Robert Box

Flight Engineer: MSG Harmon Cross

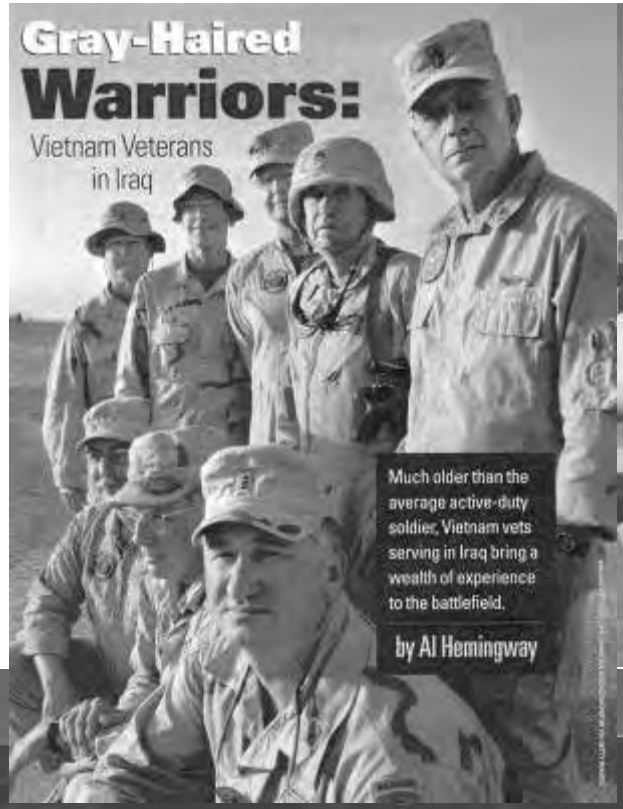
Pilot: CW4 Doug Gaharing

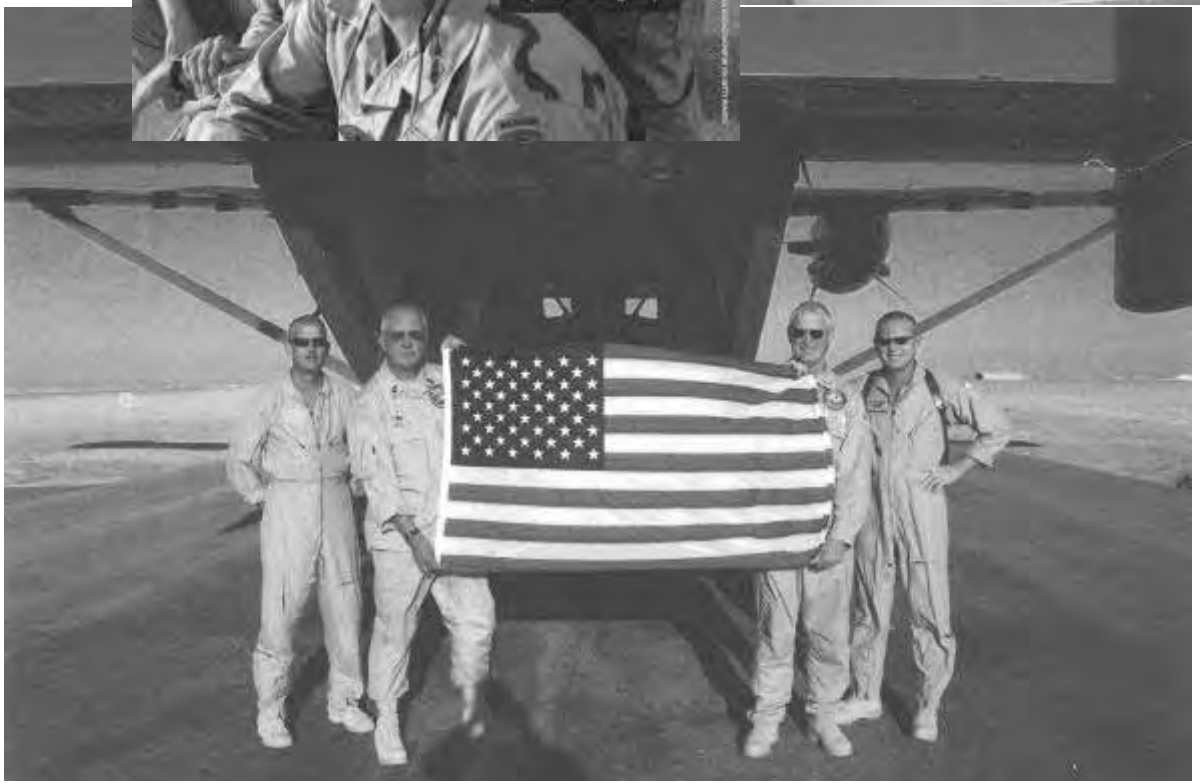
Flight Engineer: SSG Thomas Trigg

In appreciation of your patriotism, support, and dedication to Company H, 171th Aviation. This FLAG and CERTIFICATE is presented to:

VETERANS OF FOREIGN WARS POST 4075 AND THE LADIES AUXILIARY

Courtesy VFW Post 4075.





Top left- Page 22 April 2005 VFW Magazine. Courtesy Richard K. Kolb, Editor-in-Chief. At right standing in the photo is Harmon Cross.

At left – from left are: Pilot Robert Box, Flight Engineer Harmon Cross, Pilot Doug Gaharing, Flight Engineer Tom Trigg. Photos Courtesy VFW Post 4075.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The artwork submitted to the United States Postal Service
For the special postal cancellation commemorating the
60th anniversary.


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Commonwealth of Kentucky